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Sessional Paper



SESSIONAL PAPERS

VOLUME 5

FOURTH SESSION OF THE FOURTEENTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1925



VOLUME LXI



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ALPHABETICAL INDEX

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4. Shipping Report of the Department of Customs and Excise, containing the Statements of Navigation and shipping of the Dominion of Canada for the fiscal year ended March 31, 1924. Not presented. *Printed for distribution and sessional papers.*
5. Thirty-second Annual Report of the Department of Trade and Commerce, for the fiscal year ending March 31, 1924. Presented February 9, 1925.
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6. See Volume 3.
8. Annual Report of the Weights and Measures, Electricity and Gas Inspection Services of the Department of Trade and Commerce for the fiscal year ending March 31, 1924. Presented February 9, 1925.
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9. Report of the Commissioner of Patents for the fiscal year ending March 31, 1924. Presented February 9, 1925.....*Printed for distribution and sessional papers.*
10. Annual Report of the Dominion Statistician, for the fiscal year ended March 31, 1924. Presented March 19, 1925.....*Printed for distribution and sessional papers.*
12. Annual Report of the Department of the Interior, for the fiscal year ended March 31, 1924. Presented February 9, 1925.
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13. Annual Report of the Department of Immigration and Colonization, for the fiscal year ended March 31, 1924. Presented February 9, 1925.
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14. Annual Report of the Department of Indian Affairs, for the year ended March 31, 1924. Presented February 9, 1925.....*Printed for distribution and sessional papers.*
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17. Report of the Department of National Defence, for the fiscal year ending March 31, 1924—Militia Service. Presented February 11, 1925.
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- 17a. Report of the Department of National Defence, for the fiscal year ending March 31, 1924—Naval Service. Presented February 11, 1925.
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18. Report of the work of the Department of Soldiers' Civil Re-establishment, for the year ending December 31, 1924. Presented February 16, 1925.
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21. Report of the Royal Canadian Mounted Police for the year ended September 30, 1924. Presented February 18, 1925....*Printed for distribution and sessional papers.*
22. Report of the Secretary of State of Canada, for the year ended March 31, 1924. Presented February 11, 1925.....*Printed for distribution and sessional papers.*
24. Sixteenth Annual Report of the Civil Service Commission of Canada for the year ended December 31, 1924. Presented May 28, 1925.
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25. Report of the Secretary of State for External Affairs for the year ended March 31, 1924. Presented February 9, 1925....*Printed for distribution and sessional papers.*
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29. Fifty-seventh Annual Report of the Fisheries Branch of the Department of Marine and Fisheries, for the year 1923-24. Presented February 13, 1925.
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30. Report of the Postmaster General for the year ended March 31, 1924. Presented February 9, 1925.....*Printed for distribution and sessional papers.*
31. Report of the Minister of Public Works on the works under his control, for the fiscal year ended March 31, 1924. Presented February 9, 1925.
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32. Annual Report of the Department of Railways and Canals, for the fiscal year from April 1, 1923, to March 31, 1924. Presented February 10, 1925.
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33. Twentieth Annual Report of the Board of Railway Commissioners for Canada, for the year ended December 31, 1924. Presented (manuscript) March 9, 1925.
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35. Report of the Royal Grain Inquiry Commission, dated January 7, 1925. Presented February 9, 1925.....*Printed for distribution to Senators and Members.*
- 35a. Copy of Proceedings of, Documents filed and Evidence taken before, the Royal Grain Inquiry Commission. Presented February 27 and March 18, 1925.
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36. Report of the Joint Librarians of Parliament, for the year 1924. Presented February 5, 1925..... *Not printed*
37. Report of the Director of Dominion Experimental Farms for the fiscal year ended March 31, 1924. Presented February 9, 1925.....*Presented in printed form.*
38. Regulations under "The Destructive Insect and Pest Act," pursuant to Section 9, Chapter 31 of 9-10 Edward VII. Presented February 9, 1925.
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- 38a. Amending Orders in Council in respect to Regulations under "The Destructive Insect and Pest Act."—*European Corn Borer, European Buckthorn.* Presented February 9, 1925.....*Not printed*
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40. Orders in Council passed between June 23, 1924, and December 11, 1924, in respect to the Department of National Defence under the provisions of section 47, chapter 43, 9-10 Edward VII—Naval Service. Presented February 11, 1925..*Not printed.*
- 40a. Order in Council No. P.C. 304, dated March 3, 1925, cancelling Order in Council of November 26, 1924 (P.C. 1966), providing for pay of Officers when employed swinging ships.—Naval Service. Presented April 2, 1925.....*Not printed.*
- 40b. Order in Council, P.C. 151, dated March 24, 1925, under the provisions of Section 47, Chapter 43, 9-10 Edward VII—Revising Pay and Allowance Regulations, 1920, by cancelling clause relating to Store Allowances on page 9, and adding new paragraph (5) to Part II of the said Regulations.—Naval Service. Presented March 30, 1925.
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- 40c. Order in Council, P.C. 725, dated May 16, 1925, amending Pay and Allowance Regulations, 1920, for officers and men of the Royal Canadian Navy, dated June 1, 1920, by cancelling clause 2 (Part I) and clause 2 (Part II) and substituting new clauses therefor. (Department of National Defence—Naval Service.) Presented (Senate) May 20, 1925.....*Not printed.*
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41. Copies of General Orders promulgated to the Militia for the period between January 1, 1924, and December 15, 1924. Presented February 11, 1925.
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42. Appointments, Promotions and Retirements, Canadian Militia (Permanent and Non-Permanent), Royal Canadian Air Force, and Royal Canadian Navy, from February 1, 1924, to February 1, 1925. Presented February 11, 1925.
Presented in printed form.
43. Copies of Militia Orders promulgated between January 3, 1924, and December 31, 1924. Presented February 11, 1925..... *Presented in printed form*

CONTENTS OF VOLUME 5—Continued

44. Copy of Rules and Regulations of the Board of Grain Commissioners. Presented February 9, 1925.....*Not printed.*
45. Report of W. T R Preston, in respect to the North Atlantic Steamship Combine. Presented February 9, 1925.....*Printed for distribution to Senators and Members.*
46. Copy of Order in Council, P.C. 2106, dated November 28, 1924, to give effect to the provisions of section 45 of the Copyright Act, 1921. Presented February 9, 1925.
Not printed.
47. Annual Report of the Board of Trustees of the National Gallery of Canada, for the fiscal year ending March 31, 1924. Presented February 9, 1925
Presented in printed form.
48. Copy of Post Office Savings Banks Regulations, in accordance with section 14, chapter 30, of the Revised Statutes of Canada, 1906. Presented February 9, 1925.
Not printed.
49. Rules adopted by the Province of Quebec relating to appeals against convictions or sentences, under the provisions of the Criminal Code of Canada, 13-14 George V, chapter 41. Presented February 9, 1925.....*Not printed.*
50. Third Report of the Soldier Settlement Board on its activities and operations, from April 1, 1923, to March 31, 1924. Presented February 9, 1925.
Presented in printed form.
51. Statement of Governor General's Warrants issued since last session of Parliament; also Statement of the Auditor General respecting overrulings by the Treasury Board on decisions of the Auditor General. Presented February 9, 1925.
Not printed.
52. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from April 1, 1924, to January 31, 1925, in accordance with the Appropriation Act, 1924. Presented February 9, 1925.....*Not printed.*
53. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ended December 31, 1924, under chapter 17, R.S.C., 1906, showing name, rank, salary, age, service allowance and cause of retirement of each person superannuated or retired, also whether the vacancy has been filled by promotion, or by appointment, and the salary of any new appointee. Presented February 9, 1925.
Not printed.
54. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the year ending March 31, 1924 Presented February 9, 1925.....*Not printed.*
55. Statement of Returned Soldiers' Insurance, for the year ended March 31, 1924. Presented February 9, 1925.....*Not printed.*
56. Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1923—Volume I, Insurance Companies other than Life; Volume II, Life Insurance Companies. Presented February 9, 1925.
Presented in printed form.
- 56a. Abstract of Statements of Insurance Companies in Canada for the year ended December 31, 1924. Presented June 9, 1925..... *Presented in printed form.*
57. Statement of Receipts and Expenditures of the National Battlefields Commission for the year ended March 31, 1924. Presented February 9, 1925....*Not printed.*
58. Statement of the Receipts and Expenditures of the Royal Society of Canada, for the year ended April 30, 1924. Presented February 9, 1925.....*Not printed.*
59. Lists of Shareholders in the Chartered Banks of the Dominion of Canada as on December 31, 1924, in accordance with section 114, chapter 32, Act of 1923 (The Bank Act). Presented February 9, 1925.....*Not printed.*
60. Lists of Unclaimed Balances, etc., in Canadian Chartered Banks, in accordance with section 114, chapter 32, Act of 1923 (The Bank Act). Presented February 9, 1925.
Not printed.

CONTENTS OF VOLUME 5—Continued

61. Lists of Shareholders in Quebec Savings Banks, made in accordance with section 58, of chapter 42, Act of 1913 (Quebec Savings Bank Act). Presented February 9, 1925.....*Not printed.*
62. Lists of Unclaimed Balances, etc., in Quebec Savings Banks—made in accordance with section 59 of chapter 42, Act of 1913 (Quebec Savings Bank Act). Presented February 9, 1925.....*Not printed.*
63. Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31, 1923,—Loan and Trust Companies. Presented February 9, 1924.....*Presented in printed form.*
64. Copies of Orders in Council passed in connection with giving effect to the various Treaties of Peace, as follows:—

P.C. 318, dated February 28, 1924, appointing Mr. Philippe Roy, Commissioner General of Canada in Paris, France, as a substitute for the Hon. James Murdock, Minister of Labour, at a meeting of the Governing Body of the International Labour Conference to be held at Geneva, commencing April 8, 1924.

P.C. 319, dated February 28, 1924, *re* allowances to Mr. Philippe Roy, as substitute for the Minister of Labour at a meeting of the Governing Body of the International Labour Office, at Geneva, commencing April 8, 1924.

P.C. 1233, dated July 15, 1924, appointing Hon. Napoleon Antoine Belcourt, P.C., as commissioner and plenipotentiary for Canada in connection with a conference to be held at London, July 16, 1924, to consider the Dawes Report on German Reparations.

P.C. 1378, dated August 8, 1924, appointing Oscar Douglas Skelton, as Technical Adviser to the Canadian representatives at the fifth meeting of the Assembly of the League of Nations, at Geneva, September 1, 1924.

P.C. 1382, dated August 8, 1924, appointing Hon. Raoul Dandurand, Senior Representative of Canada at the fifth meeting of the Assembly of the League of Nations at Geneva, September 1, 1924.

P.C. 1383, dated August 8, 1924, appointing Hon. Edward Mortimer Macdonald, K.C., LL.B., P.C., Minister of National Defence, as a representative of Canada, at the fifth meeting of the Assembly of the League of Nations, at Geneva, September 1, 1924.

P.C. 1411, dated August 22, 1924, appointing Mr. Ralph O. Campney, Barrister, Toronto, as Secretary to Dr. O. D. Skelton, Technical Adviser to Canadian Representatives at Geneva.

P.C. 1431, dated August 22, 1924, authorizing the payment to Edward M. Macdonald, Jr., while acting as Secretary to Hon. E. M. Macdonald, at Geneva, of an allowance of \$15 per day, with necessary transportation expenses.

P.C. 1675, dated September 23, 1924, appointing Professor O. D. Skelton, as a substitute for the Minister of Labour at a meeting of the Governing Body of the International Labour Conference at Geneva.

P.C. 1676, dated September 23, 1924, granting a living allowance of \$15 per day to Professor O. D. Skelton, while acting as substitute for the Minister of Labour at Geneva.

P.C. 1743, dated October 1, 1924, advising payment of account of Hon. N. A. Belcourt, of \$3,375 while acting as Canadian Plenipotentiary at the Inter-Allied Conference and International Conference at London, from July 16, 1924, to August 30, 1924.

P.C. 2174, dated December 17, 1924, providing for the appointment of a permanent "Dominion of Canada Advisory Officer, League of Nations" at Geneva, and also for the maintenance of office.

P.C. 2175, dated December 17, 1924, appointing Mr. W. A. Riddell, Ph.D., as "Dominion of Canada Advisory Officer, League of Nations," at Geneva, at a salary of \$6,000 per annum. Presented February 9, 1925.....*Not printed.*
65. Return of Orders in Council which have been published in the *Canada Gazette*, between January 26, 1924, and December 23, 1924, in accordance with the provisions of section 77 of "The Dominion Lands Act," chapter 20, 7-S Edward VII. Presented February 9, 1925.....*Presented in printed form.*
66. Return of Orders in Council which have been published in the *Canada Gazette*, between January 26, 1924, and December 23, 1924, in accordance with the provisions of section 19, chapter 10, 1-2 George V,—"The Dominion Forest Reserves and Parks Act." Presented February 9, 1925.....*Presented in printed form.*

CONTENTS OF VOLUME 5—Continued

67. Copies of Orders in Council which have been published in the *Canada Gazette* between January 26, 1924, and December 23, 1924, in accordance with the provisions of section 4, chapter 18, 1917, "Migratory Birds Convention Act." Presented February 9, 1925.....*Presented in printed form.*
- 67a. Copies of Orders in Council which have been published in the *Canada Gazette*, since the opening of Parliament, in accordance with the provisions of section 4, chapter 18, 1917, "Migratory Birds Convention Act." Presented May 8, 1925.
Presented in printed form.
68. Return of Orders in Council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between January 26, 1924, and December 23, 1924, in accordance with provisions of subsection (d) of section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented February 9, 1925.....*Presented in printed form.*
69. Return showing all lands sold by the Canadian Pacific Railway Company during the year ended September 30, 1924, together with the names of the purchasers, in accordance with 49 Victoria, chapter 9, section 8. Presented February 9, 1925.
Not printed.
- 70, 70a. Lists of Leases, Licenses, Permits or other authorities cancelled under the provisions of section 3, chapter 21, of the Statutes of 1922, An Act respecting Notices of Cancellation of Leases of Dominion Lands. Presented February 9, and March 5, 1925.....*Not printed.*
71. Report under section 7, of the Reclamation Act, 9-10 George V, showing the drainage works constructed, the area of land reclaimed, the expenditure and money received from the sale or lease of Dominion Lands. Presented February 9, 1925.
Not printed.
72. Return showing the number of permits granted to take intoxicants into the North West Territories, for the year ended December 31, 1924, in accordance with the provisions of the Revised Statutes, chapter 62, section 88. Presented February 9, 1925.....*Not printed.*
73. List of Land Sales cancelled by the Department of Indian Affairs during the period from February 28, 1924, to February 1, 1925, in accordance with section 61 of The Indian Act. Presented February 9, 1925.....*Not printed.*
74. Statement showing the number of Enfranchisements under The Indian Act, from April 1, 1924, to January 31, 1925. Presented February 9, 1925... ..*Not printed.*
75. Statement in respect to Irrigation Regulations under the provisions of chapter 61, section 57 of the Revised Statutes. Presented February 9, 1925.....*Not printed.*
76. Statement covering Dominion Lands in the Railway Belt under the provisions of Order in Council of September 17, 1889. Presented February 9, 1925..*Not printed.*
77. Statement in respect to Reclamation Act Regulations, under the provisions of section 5, chapter 5, Statutes of 1919. Presented February 9, 1925.....*Not printed.*
78. Statement in regard to Regulations respecting Indians during the fiscal year ended March 31, 1924. Presented February 9, 1925... ..*Not printed.*
79. Statement in respect to Remissions on sales of Indian lands during the fiscal year ended March 31, 1924. Presented February 9, 1925.....*Not printed.*
80. Copy of Order in Council. P.C. 1876, dated October 23, 1924, in respect to Regulations made under the Proprietary or Patent Medicine Act, as amended by section 5 of chapter 66 of the Statutes of 1919. Presented February 10, 1925.....*Not printed.*
81. Annual Report of the Commissioner of Highways for the fiscal year ended March 31, 1924, in accordance with clause 6, chapter 54, 9-10 George V. Presented February 10, 1925.....*Presented in printed form.*
82. Report of Work done and Expenditures made during the calendar year 1924 in connection with Acts (chapters 14 to 32 inclusive of 14-15 George V) respecting construction of Canadian National Railway Branch Lines. Presented February 10, 1925.....*Not printed.*

CONTENTS OF VOLUME 5—*Continued*

83. Detailed statement of all bonds and securities registered in the Department of the Secretary of State of Canada, since last return submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented February 13, 1925.....*Not printed.*
84. Report of the Board of Pension Commissioners for Canada, for the year ending March 31, 1924. Presented February 16, 1925.....*Presented in printed form.*
85. Estimates of sums required for the service of the Dominion for the year ending on March 31, 1926. Presented February 16, 1925.....*Presented in printed form.*
- 85a, 85c. Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1926 Presented February 16, and June 17, 1925.
Presented in printed form.
- 85b. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending March 31, 1925. Presented March 5, 1925.
Presented in printed form.
86. Convention of Commerce between Canada and the Netherlands, signed at Ottawa on the eleventh day of July, 1924. Presented February 17, 1925.
Printed for distribution to Senators and Members.
87. Return to an Order of the House of February 16, 1925, for a Return showing:—
1. What treaties and conventions are in existence and operative affecting Canada: (a) between Great Britain and the United States; and (b) between Canada and the United States. 2. How many trade commissioners, trade agents or consular agents the United States has in Canada. 3. How many trade commissioners, trade agents and consular agents Canada has in the United States. 4. The value of the Canadian imports from and exports to the United States for each of the last five years. Presented February 17, 1925. Mr. Hudson.....*Not Printed.*
88. Return to an Order of the House of June 16, 1924, for a copy of all correspondence, letters, telegrams, reports, estimates and other documents exchanged between the Government of Canada and the Historic Sites Board and the Queen Victoria Niagara Falls Park Commissioners, relating to the improvement, care and betterment of the historic sites and battlefields, in the Niagara District, of the War of 1812-14. Presented February 17, 1925. Mr. Church.....*Not printed.*
89. Copy of Order in Council, P.C. 1597, dated September 16, 1924—Amendment to Regulations of the Soldier Settlement Board, *re* right of way over lands in connection with drainage projects. Presented February 17, 1925.....*Not printed.*
90. Copy of Order in Council, P.C. 69, dated January 23, 1925—Regulations for the Settlement of British Migrants on Land owned by the Dominion Government—under paragraph (n), subsection 1, section 63, Soldier Settlement Act, 1919. Presented February 17, 1925.....*Not printed.*
91. Report of the Ottawa Improvement Commission for the fiscal year ended March 31, 1924. Presented February 19, 1925..... *Not printed.*
92. Report of the proceedings of the Commissioners of Internal Economy of the House of Commons for 1924, pursuant to Rule 9. Presented February 20, 1925.
Not printed.
93. Convention between His Britannic Majesty, in respect of the Dominion of Canada, and the United States for the extradition of offenders against the Laws for the suppression of the Traffic in Narcotics, signed at Washington, the eighth day of January, one thousand nine hundred and twenty-five. Presented February 20, 1925.....*Printed for distribution to Senators and Members.*
94. Copy of Regulations made under the authority of the Department of Soldiers' Civil Re-establishment Act, Chapter 29, Section 1, Second Session of 1919. Presented February 20, 1925.....*Not printed.*
95. Second Interim Report of Commissioner Lewis Duncan, appointed to investigate, under the Combines Investigation Act, 1923, an alleged combine in the distribution of Fruits and Vegetables. (First Interim Report, dated August 5, 1924, will be found on page 32 of the above.) Presented February 23, 1925.
Presented in printed form.

CONTENTS OF VOLUME 5—*Continued*

- 95a. Return to an Address to His Excellency the Governor General, of April 6, 1925, for copy of all papers, reports, writings, telegrams, and other documents, in connection with the recent investigation into the fruit combine in the west and particularly all communications with provincial governments in relation thereto. Presented April 15, 1925. Rt. Hon. Mr. Meighen.....*Not printed.*
96. Return to an Order of the House of May 1, 1924, for a Return showing: 1. How many cars and locomotives have been purchased in Canada by American railway companies operating in Canada during the past twenty-five years. 2. The amount of duty paid by American railway companies for American rolling stock used in Canada during the past twenty-five years. Presented February 23, 1925.
Not printed.
97. Return to an Order of the House of July 3, 1924, for a Return showing: 1. To what amount rebates of Sales Taxes have been claimed under the legislation of last year. 2. How many claims have been made. 3. How many claims have been checked and paid and resulting in what total amount. 4. How many claims have yet to be dealt with. Presented February 25, 1925.....*Not printed.*
98. Convention and Protocol between His Britannic Majesty in respect of the Dominion of Canada, and the United States, for regulating the level of the Lake of the Woods, and of identical letters of reference submitting to the International Joint Commission certain questions as to the regulation of the levels of Rainy Lake and other upper waters; signed at Washington, the 24th day of February, 1925. Presented February 26, 1925....*Printed for distribution to Senators and Members.*
99. Treaty between His Britannic Majesty in respect of the Dominion of Canada, and the United States, for the further demarcation of the boundary between Canada and the United States; signed at Washington, February 24, 1925. Presented February 26, 1925....*Printed for distribution to Senators and Members.*
100. Formal Judgment and Reasons for Judgment of the Supreme Court of Canada in the matter of the Restoration of the Crow's Nest Pass Rates and the General Order of the Railway Board disallowing the tariffs of the Canadian Pacific and the Canadian National Railway Companies. Presented February 26, 1925.
Printed for Sessional Papers and distribution to Senators and Members.
- 100a. Return to an Order of the House of May 7, 1925, for a Return showing: 1. When the Crow's Nest Pass Agreement rates were put back into force. 2. What articles are affected by that agreement. 3. What rates are paid on such articles under said agreement, as compared with the rates paid on the same articles in other parts of the country. Presented May 13, 1925. Mr. Rinfret.....*Not printed.*
101. Return to an Order of the House of February 23, 1925, for a Return showing
1. Number of passenger trains run each week in each province during 1924.
2. Average number of passengers on each of these trains per province. 3. Average cost per passenger per train per province. 4. Average cost of these passenger trains per mile per province. Presented February 26, 1925. Mr. Déchêne.
Not printed.
102. Report of the Civil Service Commission on the administration of the Public Service Retirement Act; including detailed Statement of Retirements authorized by Orders in Council passed from January 1 to November 1, 1924; also summary by Departments of all Retirements effected under the said Act. Presented March 2, 1925*Not printed.*
103. Regulations issued under the provisions of section 12, chapter 43, 3-4 George V—Radiotelegraph Regulations 83a and 91a—operators' certificates; and Regulation 104c—use of their radiotelegraph apparatus by foreign men-of-war in a Canadian Naval port. Presented March 3, 1925.....*Not printed.*
- 103a. Copy of the Radiotelegraph Act and Regulations issued thereunder, with Amendments to The Radio Regulations since June 1, 1923. Presented March 4, 1925.
Presented in printed form.

CONTENTS OF VOLUME 5—*Continued*

- 103b. Amendment to Radiotelegraph Regulation No. 88 (a). (Department of Marine and Fisheries.) Presented (Senate) June 2, 1925.....*Not printed.*
- 103c. Amendments to Radiotelegraph Regulations Nos. 38 and 39. (Department of Marine and Fisheries.) Presented (Senate) June 4, 1925.....*Not printed.*
104. Statement of leases of wharves, piers and breakwaters for the year 1924, made under the provisions of c. 17, s. 1, The Government Harbours and Piers Act, 1902. Presented March 4, 1925.....*Not printed.*
105. An account of all revenue and all expenditure incurred in the collection of tolls and dues, 1923-24, under the provisions of c. 112, s. 14, R.S., The Government Harbours, Piers and Breakwaters Act. Presented March 4, 1925... ..*Not printed.*
106. Report of the President and Financial Statement of the Honorary Advisory Council for Scientific and Industrial Research, for the year ending March 31, 1924. Presented March 4, 1925.....*Not printed.*
107. Correspondence between the Government of Canada and the British Government in regard to the subject of Ocean Rates and especially in relation to the Imperial Shipping Committee; also correspondence from the Department of Trade and Commerce regarding transatlantic freight and passenger rates. Presented March 9 and 10, 1925.....*Printed for distribution to Senators and Members.*
- 107a. Correspondence with the Prime Minister's Office and the Dominion Millers' Association concerning Ocean Freight Rates. Presented March 12, 1925...*Not printed.*
- 107b. Correspondence in the Department of Marine and Fisheries concerning representations on Ocean Freight Rates. Presented March 12, 1925.....*Not printed.*
- 107c. Correspondence in the Department of Railways and Canals concerning representations on Ocean Freight Rates. Presented March 12, 1925.....*Not printed.*
- 107d. Correspondence exchanged between the Government of Great Britain and the Government of Canada respecting investigation into Ocean rates by Imperial Shipping Committee. Presented March 13, 1925.....*Not printed.*
- 107e. Additional correspondence in the Trade and Commerce Department in respect to ocean rates on live stock from Canada to Great Britain; additional correspondence from 1919 to 1924 respecting high ocean rates, also statement of the Imperial Shipping Committee on ocean rates on flour and wheat. Presented March 13 and 16, 1925*Not printed.*
- 107f. Additional correspondence in the Trade and Commerce Department in respect to ocean rates between Canada and Great Britain, including Interim Report by the Imperial Shipping Committee on Canadian Marine Insurance Rates, and Interim Report by the Imperial Shipping Committee on Rates of Freight on Canadian Flour in the North Atlantic. Presented March 16, 1925.....*Not printed.*
- 107g. Statement prepared by Dominion Bureau of Statistics showing ocean rates on Grain from Montreal to Liverpool during the years 1912, 1914, 1916, 1920, 1921, 1922, 1923, 1924, and from New York to Liverpool during the years 1912, 1914, 1916, 1918, 1920, 1921, 1922, 1923, 1924. Presented March 19, 1925.....*Not printed.*
108. Correspondence between the Auditor General and the Acting Minister of Finance respecting certain statements made by the Auditor General in his Annual Report. Presented March 10, 1925.....*Not printed.*
109. Return to an Order of the Senate, dated June 18, 1923, showing: All correspondence relating to the dismissal on or about the 3rd day of March, 1923, of Angus J. McQuarrie, from the position of postmaster, at Doctor's Brook, Antigonish County, Nova Scotia, and the appointment of Mrs. Catherine McDonald to this position. Presented March 10, 1925. Hon. Mr. Girroir.....*Not printed.*
110. Return to an Order of the Senate dated July 3, 1924, showing: 1. What are the provisions of section 199 of the Excise Act. 2. How many notices have been given to the Government in the past five years on the part of individuals in Canada, of

CONTENTS OF VOLUME 5—*Continued*

- their possession and intention to use the utensils set out in the Act. The answer to be by provinces. 3. How many prosecutions for illicit stills, or how many illicit stills for the manufacture of alcohol, have been seized by the Customs Department in Canada during the last five years. The answer to be by provinces. Presented March 10, 1925. Hon. Mr. Griesbach.....*Not printed.*
111. Return to an Order of the Senate, dated February 12, 1925, showing: The dates since 1921 during which O. F. Brothers, Editor of the "Listening Post," Montreal, was employed by the Government; the Departments under which he gave service; the nature of the services rendered by him; and the several amounts paid to him for services and allowances respectively. Presented March 10, 1925. Hon. Mr. Tanner.
Not printed.
112. Return to an Order of the House of February 23, 1925, for a Return showing: 1. Revenues from each of the following Dominion Government telegraph offices, for each year, 1910 to 1924: Peace River, Waterhole, Dunvegan, Spirit, Sexsmith, Clairmont, Grande Prairie, Beaverlodge. 2. Expenditures in connection with each office for the years 1910 to 1924. 3. Salaries paid to the operators for the years 1910 to 1924. Presented March 11, 1925. Mr. Kennedy (West Edmonton). *Not printed.*
113. Return to an Order of the House of February 16, 1925, for a copy of all correspondence, resolutions, petitions, regulations, reports and other documents on file, relating to the application of one Hutchinson for a license to operate a ferry between Rockport, Ontario, and Alexandria Bay, New York. Presented March 11, 1925. Mr. Stewart (Leeds).....*Not printed.*
114. Copy of Report for the year 1924 of positions excluded under the provisions of Section 38B (2) from the operation of the Civil Service Act, 1918, as amended by Chap. 22, 11-12 Geo. V. Presented March 11, 1925.....*Not printed.*
115. Return to an Address to His Excellency the Governor General of February 19, 1925, for a copy of all papers, agreements, correspondence, telegrams and letters exchanged between the Government of Canada and the Governments of Ontario and the United States, or the Hydro-Electric Commission regarding the generation and distribution of power at what is commonly known as the proposed Morrisburg Dam on the St. Lawrence River. Presented March 11, 1925. Mr. Church. *Not printed.*
116. Covenant of the League of Nations and the Protocol for the pacific settlement of international disputes, Fifth Assembly, 1924; together with a letter from Sir Eric Drummond, Secretary General of the League of Nations, in connection therewith, and the reply of the Prime Minister of Canada thereto. Presented March 12, 1925.
Printed for distribution to Senators and Members.
- 116a. Report of the Canadian Delegates to the Fifth Assembly of the League of Nations, Geneva, September 1 to October 2, 1924. Presented March 17, 1925.
Printed for distribution to Senators and Members.
- 116b. Journals of the Fifth Assembly of the League of Nations, Geneva, September 1 to October 3, 1924, containing summarized reports of all Plenary Meetings of the Assembly. Presented March 17, 1925.....*Not printed.*
117. Return to an Order of the House of February 18, 1925, for a copy of all correspondence between the Chamber of Commerce at Petrolia, Ontario, and the Department of Trade and Commerce, with regard to American branch factories in Canada. Presented March 12, 1925. Hon. Mr. Stevens.....*Not printed.*
118. Return to an Order of the House of March 4, 1925, for a Return showing: 1. The total value of boots and shoes sold in Canada during each of the years 1914, 1918, 1920, 1921, 1922, 1923 and 1924. 2. The total value of said goods imported from the United States, England or other countries for the above mentioned years. 3. The total value of said goods exported to the United States, England or other countries for above mentioned years. Presented March 12, 1925. Mr. Denis (St. Denis).....*Not printed.*
119. Annual Return of Permits issued under the authority of Section 4, subsection 2 of the Immigration Act. Presented March 13, 1925.....*Not printed.*

CONTENTS OF VOLUME 5—*Continued*

120. Detailed statement of Remissions of Customs Duties, Excise Taxes and Sales Taxes and the Refund thereof, under Section 92, Consolidated Revenue and Audit Act, through the Department of Customs and Excise, for the fiscal year ended 31st March, 1924. Presented March 13, 1925.....*Not printed.*
121. Return to an Order of the House of February 23, 1925, for a Return showing: 1. Cost of maintaining the Colonization Department of the Canadian National Railways in Europe in the years 1923 and 1924, respectively. 2. Size of the staff employed in 1923 and 1924, respectively. 3. Salary paid to the Manager of the Colonization Department of the Canadian National Railways in Europe in the year 1924. 4. Sum paid to the Manager as expenses, travelling and personal, in addition to this salary. 5. Number of lecturers in the employ of the Canadian National Railways in the winters of 1923 and 1924 in Great Britain, and salaries paid to these lecturers. 6. Number of families settled in Canada under the agreement made between the British Government and the Canadian National Railways to settle British families on lands owned by the Canadian National Railways in Canada. 7. Expenses incurred in securing the said families in Britain and settling them in Canada. 8. Whether it is the intention of the Canadian National Railways to settle any additional families under the said agreement. 9. Amount of money spent by the Canadian National Railways in connection with the scheme to settle British boys under the age of 17 in Canada. 10. Number of boys brought to Canada by the Canadian National Railways under the said scheme. 11. Amount of money the Canadian National Railways spent in Great Britain in connection with its Correspondence Lecture Course on Canadian Farming. Presented March 13, 1925. Mr. Woodsworth.....*Not printed.*
122. Judicial Proceedings respecting Constitutional Validity of The Industrial Disputes Investigation Act, 1907, and Amendments of 1910, 1918 and 1920. Presented March 16, 1925.....*Presented in printed form.*
123. Return to an Order of the House of March 9, 1925, for a Return showing: 1. How many tons of grain the Canadian Pacific Railway hauled to Fort William and Port Arthur during the calendar year 1924. 2. Number of ton miles. 3. Rate per ton mile. 4. Average haul. 5. How many tons of grain the Canadian Pacific Railway hauled to Vancouver in the calendar year 1924. 6. Number of ton miles. 7. Rate per ton mile. 8. Average haul. 9. Total percentage of grain hauled in western territory to the entire revenue tonnage of that territory in 1924. 10. What percentage of the total ton miles in the western territory in 1924 grain produced. 11. What percentage of the total freight revenue carried in western territory in 1924 was by the carriage of grain. Presented March 16, 1925. Mr. Hudson.....*Not printed.*
124. Return to an Order of the House of March 9, 1925, for a Return showing, during the fiscal years 1920, 1921, 1922, 1923 and 1924, what drawbacks of duties on raw sugar were paid in respect of (a) sugar exported; and (b) sugar consumed in Canada. Presented March 16, 1925. Mr. Wallace.....*Not printed.*
- 124a. Return to an Order of the House of March 9, 1925, for a Return showing: 1. From what countries raw sugar was imported into Canada, and how much from each, during the years 1920, 1921, 1922, 1923 and 1924. 2. Aggregate amount of customs duties paid thereon, (a) under the general tariff and (b) under the preferential tariff. 3. From what countries refined sugar was imported into Canada and how much from each, during the above-mentioned years. 4. Aggregate amount of customs duties paid thereon, (a) under the general tariff and (b) under the preferential tariff. Presented March 23, 1925. Mr. Wallace.....*Not printed.*
125. Return to an Order of the House of March 9, 1925, for a Return showing: 1. How many Dominion Government Taxation offices for collection of income taxes there are in Canada. 2. Where they are situated. 3. The amount of income taxes collected in each such office. Presented March 16, 1925. Hon. Mr. Manion.
Not printed.
126. Memorandum and correspondence respecting Canteen Funds and the Disablement Fund. Presented March 17, 1925.....*Not printed.*

CONTENTS OF VOLUME 5—*Continued*

- 126a. Return to an Order of the Senate, dated March 19, 1925, to include: (a) The deed of trust or any letter, document, paper, writing, Order in Council or other written record which sets out, affects, bears upon or relates to the creation of a trust in connection with the fund commonly known as the Disablement Fund; (b) a statement of the said fund, showing receipts and expenditures from its inception until the present time; and (c) copies of all correspondence including statements of expenditures of money passing between the trustee and any Veterans' organizations to whom any sums of money have been paid since the inception of the said fund. Presented April 21, 1925. Hon. Mr. Griesbach.....*Not printed.*
- 126b. Return to an Order of the Senate, dated April 21, 1925, showing: (a) A copy of Order in Council, P.C. 2378, of the 5th of July, 1921, under which the sum of fifty thousand dollars (\$50,000) was paid to John Barnett, N. F. Parkinson, R. B. Maxwell and C. G. MacNeil, trustees for the Great War Veterans' Association; and (b) A statement showing how the said sum or any portion thereof was expended. Presented April 28, 1925. Hon. Mr. Griesbach.....*Not printed.*
- 126c. Return to an Order of the Senate, dated March 19, 1925, showing: (a) A copy of the Order in Council P.C. 3887, of the 12th of October, 1921, whereby the sum of \$120,000 was authorized to be paid from the Canteen Funds to J. W. Margeson, T. O. Cox and W. C. Arnold, as trustees for distribution among organizations of ex-service men; (b) A statement showing how the said sum, or any portion thereof, was expended; and (c) Copies of all correspondence passing between the trustees and any Department of the Government, and the trustees and any organizations of ex-service men. Presented May 7, 1925. Hon. Mr. Griesbach.....*Not printed.*
- 126d. Return to an Order of the Senate, dated May 12, 1925, showing: (a) The amounts of money paid by the Government to a magazine or similar publication called the "Veteran"; (b) The purpose or reasons for which such payments were made; and (c) The authority therefor. For reference, see report of the Auditor General 1922-23, section YY, pages 190 to 193. Presented May 27, 1925. Hon. Mr. Griesbach.
Not printed.
- 126e. Return to an Order of the Senate, dated May 12, 1925, showing:—(a) The amounts of money paid by the Government to C. G. MacNeil or the Great War Veterans' Association in connection with the enquiry of the Royal Commission on pensions and re-establishment; (b) For a statement showing amounts of money paid by the Government to Mr. Bowler, barrister, of Winnipeg, for legal, or other charges, in connection with the enquiry of the Royal Commission on pensions and re-establishment; and—(c) Showing authority for such payments, for what purposes, and the dates when the same were made. Presented May 27, 1925. Hon. Mr. Griesbach.....*Not printed.*
- 126f. Return to an Order of the Senate, dated May 12, 1925, showing:—(a) Copy of the memorandum submitted by C. G. MacNeil, Dominion Secretary-Treasurer of the G.W.V.A. of Canada, to the Honourable the Minister of *Soldiers' Civil Re-establishment* and referred to in a letter of June 10, 1924, from C. G. MacNeil *ibid.*, to E. H. Scammell, Assistant Deputy Minister, *Department of Soldiers' Civil Re-establishment*; (b) A copy of an itemized statement of the expenditure of a loan of \$15,000 from the Disablement Fund made under P.C. 1596 of 1924 to the Dominion Veterans' Alliance, such itemized statement being referred to in a letter dated January 5, 1925, from E. H. Scammell, Assistant Deputy Minister, D.S.C.R., to C. G. MacNeil, Secretary, Dominion Veterans' Alliance; and—(c) If the full amount has not been expended by whoever received the said sum, then an itemized statement of such portion as has been expended in accordance with the letter from E. H. Scammell, Deputy Minister of D.S.C.R., to C. G. MacNeil, Chairman, Dominion Veterans' Alliance, dated October 2, 1924. Presented May 27, 1925. Hon. Mr. Griesbach.....*Not printed.*
127. Return to an Order of the House of March 16, 1925, for a Return showing:—1. Carloads of hay and straw shipped from the following points in Ontario, on the Canadian National Railways in 1923 and 1924:—Caledonia, Hagersville, Seneca, Middleport, Canfield 2. Carloads of other farm produce shipped during the same period from these points. 3. Carloads of other merchandise shipped during the same period from these points. Presented March 19, 1925. Mr. Senn.
Not printed.

CONTENTS OF VOLUME 5—Continued

128. Return to an Order of the House of March 9, 1925, for a copy of all correspondence, documents and communications exchanged between the officials of the Canadian National Railways and the owners of the Sudbury Star Building, Sudbury, Ontario, relating to the rental of offices in Sudbury. Presented March 19, 1925. Mr. Lapierre.....*Not printed.*
129. Statement of Civil Service Personnel and Salaries in the month of January, 1912-1924, prepared by Dominion Bureau of Statistics. Presented March 19, 1925.
Presented in printed form.
130. Return to an Order of the House of March 2, 1925, for a copy of all correspondence, letters, telegrams, reports and other documents sent by the superintendents to the General Superintendent, President and First Vice-President of the Canadian National Railways, in connection with the granting of a contract for supplying water to the Canadian National Railways, including Acton Vale station and the Acton Vale National Aqueduct and Power Company, represented by Mr. H. Begin, of Montreal. Also a copy of contract prepared and presented to be signed in the month of June, 1924. Also copy of contract as amended, copy of tenders sent by the city council of Acton Vale, for supplying water to the Canadian National Railways, as well as to the said station. Also all correspondence exchanged between the Canadian National officials and the officials of the city of Acton Vale, Board of Trade of the county of Bagot, and others. Presented March 19, 1925. Mr. Marcile (*Bagot*).....*Not printed.*
131. Return to an Order of the House of March 9, 1925, for a Return showing the importations into Canada from United States and other countries, respectively, during the year 1924, of the following farm products: (a) live cattle; (b) horses; (c) sheep; (d) fresh fruits; (e) dried fruits; (f) grain; (g) meats, including beef and pork products; (h) dairy products; (i) seeds; (j) potatoes, turnips and sugar beets; (k) eggs; (l) wool; (m) all other farm products not enumerated above. Presented March 19, 1925. Mr. Doucet.....*Not printed.*
132. Return to an Order of the House of February 23, 1925, for a Return showing:—
1. Licenses granted to Breweries and Distilleries issued annually. 2. Number of Brewery and Distillery licenses granted or renewed in the Province of Ontario in the years 1922, 1923, 1924, and the present year to date. 3. How many of these licenses granted or renewed without the consent of the Ontario Government. 4. Whether permits or licenses are granted annually to persons in Ontario giving them the right to manufacture beer or liquor to be consumed in their homes. 5. If so, the number of such permits or licenses granted or renewed in each constituency in the Province of Ontario from January 1, 1924, to December 31, 1924, and during this year to date. 6. Number of ships or boats given clearance papers for Cuba and Mexico, from ports in the Province of Ontario in 1924. 7. How many of such ships carried liquor. Presented March 23, 1925. Mr. Fansher.....*Not printed.*
133. Return to an Order of the House of July 2, 1924, for a Return showing:—1. The total amount paid by the Dominion Government for harbour improvements at each of the following ports: Halifax, St. John, Quebec, Montreal, Fort William, Port Arthur, Vancouver, Prince Rupert, Fort Nelson, (a) by way of loan; (b) otherwise. 2. The total amount paid by the Dominion Government since Confederation for all other harbour improvements, such as wharfs, piers, breakwaters, jetties, dredging or other harbour and river improvements in each of the nine provinces; and (a) what percentage of the work done is estimated as permanent; (b) what percentage must be renewed annually; (c) what percentage must be renewed every five years; (d) what percentage must be renewed every ten years. Presented March 23, 1925. Mr. Kennedy (*West Edmonton*).....*Not printed.*
134. Return to an Address to His Excellency the Governor General of June 30, 1924, for a copy of all correspondence since June 1, 1924, between the Prime Minister and the Government, the Lieutenant-Governor or any Judge of the Province of Manitoba, relating to the appointment of an Administrator for said province, to act during the absence of the Lieutenant-Governor. Presented March 23, 1925. Rt. Hon. Mr. Meighen.....*Not printed.*

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135. Return to an Order of the House of February 23, 1925, for a Return showing:—
 1. Number of persons of the electoral district of Restigouche-Madawaska who have obtained employment in the inside of the Civil Service, since January 1, 1906.
 2. Their names and date of appointment. Presented March 23, 1925. Mr. Jones.
Not printed.
136. Return to an Order of the House of April 30, 1924, for a copy of all evidence or statements made before the Royal Pulpwood Commission by Mr. Piche and other witnesses, members or officers of the Government of Quebec. Presented March 23, 1925. Hon. Mr. Stevens.....*Not printed.*
137. Return to an Order of the House of March 11, 1925, for a copy of all correspondence passing between January 1, 1922, and June 27, 1924, between the Minister or officer of the Department of Public Works and the Member for the time being of the riding of West Hastings, referring in any way to the Trenton wharf. Presented March 23, 1925. Hon. Mr. Stevens.....*Not printed.*
138. Return to an Order of the House of February 6, 1925, for a return showing a list of all newspapers given publication of the advertisement "Canada is Coming Through" and the amount of money paid or to be paid to each. Presented March 24, 1925. Mr. Arthurs.....*Not printed.*
139. Preliminary Report on the earthquake of February 28, 1925, by Ernest A. Hodgson, Seismologist. Presented March 24, 1925.....*Not printed.*
140. Report of the Commissioner appointed to investigate, under the Combines Investigation Act, 1923, an alleged combine amongst coal dealers at Winnipeg and other places in Western Canada, 1924-25. Presented March 25, 1925.
Presented in printed form.
141. Return to an Order of the House of June 9, 1924, for a copy of all telegrams, letters or other messages, or documents, despatched from the Department of Justice to the authorities of Portsmouth Penitentiary, respecting the non-infliction of lashes on the person commonly known as "Red" Ryan. Presented March 25, 1925. Mr. Ryckman.....*Not printed.*
142. Return to an Address to His Excellency the Governor General March 2, 1925, for a copy of all correspondence, documents, statements and communications between the Government of Canada and/or the High Commissioner of Canada and the Government of the United Kingdom and/or any Department of the Government of the United Kingdom or any officer thereof, relating to the imposition of an embargo by the Government of the United Kingdom against Canadian potatoes. Presented March 25, 1925. Mr. Hanson.....*Not printed.*
143. Supplementary Return to an Order of the House of May 12, 1924, for a Return showing:—1. Number of Commissions of Enquiry appointed by the present Government. 2. Total cost of these Commissions. 3. Names of the counsel employed by the Government. 4. Total remuneration paid to each. Presented March 25, 1925. Mr. Leader.....*Not printed.*
144. Return to an Order of the House of March 16, 1925, for a Return showing:—
 1. Whether any Canadian Government Merchant Marine steamers have carried cattle from Montreal, or other Canadian ports, to ports in Great Britain or the Continent, during the years 1922, 1923 and 1924. If so, to what ports. 2 Number of cattle carried each voyage. 3. Rate of freight paid. 4. Net result of this business. voyage by voyage. 5. Profit or loss, as the case may be. Presented March 26, 1925. Mr. Black (Halifax).....*Not printed.*
145. Return to an Order of the House of February 23, 1925, for a Return showing:—
 1. Amounts voted for the electoral district of Restigouche-Madawaska, since January 1, 1906. 2. Amounts expended. Presented March 26, 1925. Mr. Jones.
Not printed.
146. Return to an Order of the House of March 4, 1925, for a Return showing:—1. Amount of pork imported into Canada from the United States during the calendar years 1923 and 1924, in pounds and dollars respectively. 2. What amount of this pork was re-exported to England and price received for it. 3. How it was prepared in Canada for re-export. 4. Whether it is sold in England as Canadian pork, and, if not, how it is differentiated from the Canadian product. Presented March 26, 1925. Mr. Anderson.....*Not printed.*

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147. Return to an Order of the House of March 18, 1925, for a copy of all correspondence between R. E. Beattie, or Fergus McDonald of Vancouver, and the Minister of Public Works, relative to the proposed retirement of Mr. Sam Prenter from the Board of Harbour Commissioners, Vancouver, British Columbia; also, all correspondence between any persons in Vancouver, British Columbia, and the Minister of Public Works, or any Minister or official of the Government, relative to retirement of said Mr. Prenter, or other members of the Vancouver Board of Harbour Commissioners. Presented March 27, 1925. Hon. Mr. Stevens. *Not printed.*
148. Supplementary Return to an Order of the House of May 12, 1924, for a Return showing:—1. Number of Commissions of Enquiry appointed by the Borden Government. 2. Total cost of these Commissions. 3. Names of the counsel employed by the Government. 4. Total remuneration paid to each. Presented March 30, 1925. Mr. Leader.....*Not printed.*
149. Supplementary Return to an Order of the House of May 12, 1924, for a Return showing:—1. Number of Commissions of Enquiry appointed by the Laurier Government. 2. Total cost of these Commissions. 3. Names of the counsel employed by the Government. 4. Total remuneration paid to each. Presented March 30, 1925. Mr. Leader.....*Not printed.*
150. Supplementary Return to an Order of the House of May 12, 1924, for a Return showing:—1. Number of Commissions of Enquiry appointed by the Meighen Government. 2. Total cost of these Commissions. 3. Names of the counsel employed by the Government. 4. Total remuneration paid to each. Presented March 30, 1925. Mr. Leader.....*Not printed.*
151. Return to an Order of the House of July 7, 1924, for a Return showing:—1. The total revenue of Canada from all sources for the year ending March 31, 1923, also year ending March 31, 1924, giving each year separately and each source of revenue of all kinds separately. 2. How much of this revenue was contributed by each one of the nine provinces separately, giving every source of revenue separately. Presented March 30, 1925. Mr. McCrea.....*Not printed.*
- 151a. Return to an Order of the House of May 11, 1925, for a Return showing:—1. Total revenue of Canada for the years ending March 31, 1922, 1923, 1924 and 1925, respectively, from the following sources, import duty, excise duties, excise taxes, Income War Tax, Business Profits War Tax, any other sources. 2. What per cent of the amount received was the cost of collection in each case. Presented June 23, 1925. Mr. Ross (Simcoe).....*Not printed.*
152. Supplementary Report on Agricultural Credit, by H. M. Tory, dated March 30, 1925. Presented March 31, 1925.....*Printed for distribution to Senators and Members.*
153. Return to an Order of the House of March 9, 1925, for a Return showing:—1. How many tons of grain the Canadian National Railways hauled to Fort William and Port Arthur during the calendar year 1924. 2. Number of ton miles. 3. Rate per ton mile. 4. Average haul. 5. How many tons of grain the Canadian National Railways hauled to Vancouver in the calendar year 1924. 6. Number of ton miles. 7. Rate per ton mile. 8. Average haul. 9. Total percentage of grain hauled in western territory to the entire revenue tonnage of that territory in 1924. 10. What percentage of the total ton miles in the western territory in 1924 grain produced. 11. What percentage of the total freight revenue carried in western territory in 1924 was by the carriage of grain. Presented March 31, 1925. Mr. Hudson*Not printed.*
154. Correspondence, applications, and other documents respecting licenses to export electrical energy, for the fiscal year 1925-26, under the provisions of the Electricity and Fluid Exportation Act, Chapter 16, of Statutes of 1907; also, copy of Order in Council, P.C. 504, dated March 31, 1925, in connection therewith. Presented April 1, 1925.....*Not printed.*
- 154a. Copy of Order in Council, P.C. 569, dated April 18, 1925: Regulations passed pursuant to Section 9 of the Electricity and Fluid Exportation Act, Chapter 16 of the Statutes of 1907, governing the collection of the export duty on power. Presented April 23, 1925.....*Not printed.*

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- 154b. Copy of correspondence relating to the issue of a license to the Bridge River Power Company, Limited, to export electrical energy under the provisions of the Electricity and Fluid Exportation Act, 6-7 Edward VII, Chapter 16, and copy of Order in Council, P.C. 499, dated March 29, 1924, granting licenses to export electrical energy to certain companies mentioned therein. Presented May 15, 1925.
Not printed.
- 154c. Further correspondence relating to the issue of a license, under the provisions of the Electricity and Fluid Exportation Act, 6-7 Edward VII, Chapter 16, to the Bridge River Power Company, Limited, to export electrical energy, also copies of Orders in Council in connection therewith. Presented May 18, 1925. *Not printed.*
- 154d. Correspondence, Orders in Council, etc., in connection with the Carillon Power Development from 1906 to 1924; also copies of draft leases in connection therewith to the Carillon Industrial Corporation, Limited; also copy of further leases and bonds of indemnity. Presented May 18, 1925. *Not printed.*
- 154e. Correspondence between the Premier of Ontario and the Prime Minister of Canada respecting the development of additional power at Carillon Rapids on the Ottawa river. Presented May 19, 1925. *Not printed.*
155. Return to an Order of the House of March 16, 1925, for a Return showing:—
1. Whether the Government established any Rural Mail Routes in the years 1924 or 1925. 2. Whether any tenders have been asked for in connection with any proposed routes. If so, in what counties, and, from what post offices. 3. Whether it is the policy of the Government to establish any new mail routes. Presented April 2, 1925. Mr. Maybee. *Not printed.*
156. Return to an Order of the House of March 11, 1925, for a Return showing:—1. How much the Vancouver Board of Harbour Commissioners paid for the waterfront property lying immediately east of and adjoining No. 1 Harbour Board elevator, portion of which is now occupied by elevator known as Spillers elevator. 2. The total area of the said property: (a) above high water mark; (b) below high water mark. 3. Whether the said property was offered to the Harbour Board for \$275,000. 4. Whether the said price of \$275,000 included a sawmill and buildings then on the property. 5. Whether the Harbour Board secured an option at this price and if so, for how long. 6. Subsequent to the purchase of the said property, whether the Harbour Commissioners permitted the former owners to remove the mill and other buildings, or to whom the said mill was sold, or given, or released. 7. Whether a portion of the said property was leased to R. H. Gale of Vancouver, acting for himself or a company, and if the latter, the name of the company to whom the lease was issued. 8. Whether the said R. H. Gale negotiated the said lease. 9. Whether there has been any transfer of the said lease since the original issue. If so, to whom. 10. Amount of rental being paid to the Harbour Commissioners for the said lease. 11. Whether the Harbour Commissioners undertook to build a jetty for grain conveyors as a condition or term in the said lease. If so, what the said jetty and conveyors and equipment cost. 12. Whether the said original lease, or a later transferred lease has been assigned to the "Spillers" Grain Company of England. Presented April 2, 1925. Mr. Black (Yukon).
Not printed.
157. Return to an Order of the House of April 7, 1924, for a return showing the names or numbers of all ships or boats of every class and description, whether naval or merchant or fishing craft, which were sold by the Government of Canada or any Department thereof, or by any Commission acting in behalf of the Government, or under the authority of the Parliament of Canada since the signing of the Armistice, showing: (a) the prices paid for said ships, vessels or boats on their purchase by the Canadian authorities, and also the price received for each when sold; (b) the number of ships, vessels or boats on hand which the Government of Canada or any Department thereof, or any Commission acting under the authority of the Government or Parliament of Canada, have for sale, with their names and numbers and showing where they are at present; (c) the contract price to be paid to the Government of Canada, or any Department thereof, as the purchase price of any ship, vessel or boat sold as herein-

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- before referred to, and how the said payments were made, and also the outstanding sums due on payment, if any, and from whom, the said return to show all purchasers of any and all of the hereinbefore mentioned ships, vessels and boats, and their addresses; (d) all other details in anywise relating or appertaining to the foregoing. Presented April 2, 1925. Mr. Martell.....*Not printed.*
158. Return to an Order of the House of March 4, 1925, for a Return showing:—
1. Number of Royal Commissions appointed by the present Government. 2. Their personnel. 3. Cost of each to date. Presented April 3, 1925. Hon. Mr. Manion.
Not printed.
- 158a. Return to an Order of the House of March 9, 1925, for a Return showing:—1. How many Royal Commissions were appointed by the Federal Government from November 1, 1911, to December 31, 1921. 2. Their personnel. 3. The cost of each. Presented April 3, 1925. Mr. Forrester.....*Not printed.*
159. Return to an Order of the House of March 30, 1925, for a Return showing:—1. When Federal grading of butter and cheese for export came into effect. 2. The names and salaries of the Dominion graders of butter and cheese. 3. The standard grades for butter and what determines each grade. 4. The recognized difference in price of the several grades. 5. From the time Federal grading went into effect, quantity of (a) pasteurized, (b) unpasteurized butter exported each year to the end of 1924. 6. Whether the grade was stamped on all packages of butter exported and what quantity of each grade was exported in each year. 7. The standard grades for cheese and the recognized difference in price of the several grades. 8. Whether any cheese has been exported to Great Britain since Federal grading went into effect without the grade being clearly indicated, and if so, when and what quantity. 9. Quantities of (a) graded and (b) ungraded cheese exported from Canada to Great Britain in each of the calendar years 1921, 1922, 1923 and 1924. 10. Quantities of each grade exported to Great Britain in 1923 and 1924. 11. Whether the producer of the cheese must abide by the decision of the Federal graders as to the grade of his cheese or whether there is any person or board to whom he can appeal against their classification. Presented April 6, 1925. Mr. Stewart (Leeds).*Not printed.*
160. Return to an Order of the House of April 6, 1925, for a Return showing:—1. What have been during the fiscal year 1923-24, month by month and in each province separately, the imports of each of the following articles: apples, onions, potatoes, tomatoes, butter and eggs. 2. The United States duty on each of these articles. Presented April 6, 1925. Mr. Morin.....*Not printed.*
161. Annual Report of the Canadian National Railway System, for the year ended December 31, 1924. Presented April 14, 1925.....*Presented in printed form.*
162. Return to an Order of the House of February 19, 1925, for a Return showing:—
1. The total cost of acquiring land, and of construction, at the Buffalo Park at Wainwright, Alberta. 2. The total cost to date of the Jasper Park. 3. The total cost to date of the Buffalo Park near Fort Smith. 4. The cost of administration in each of the above parks. 5. The revenue derived from each of the above parks. 6. The cost of the Government buildings, fencing, etc., at Fort Smith. 7. The amount of the contract entered into for the moving of Buffalo from Wainwright to the North Park. Presented April 15, 1925. Mr. Kellner.
Not printed.
163. Return to an Order of the House of February 25, 1925, for a Return showing:—
1. The gross postal revenue derived from newspapers for the last two years of record. 2. The estimated expenditure for the same years, as far as can be arrived at, in so far as newspapers are concerned, and what bulk of the mail do newspapers make up. 3. The average daily weight of newspapers carried in the mails and the estimated deficit to the country in delivery of newspapers in the mails. Presented April 15, 1925. Mr. Church.....*Not printed.*
164. Return to an Order of the House of March 9, 1925, for a copy of all correspondence and other documents received by the Post Office Department during the year

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1924, relating to the reopening of a post office at Desprès Road or Desprès Village, Kent County, New Brunswick. Presented April 15, 1925. Mr. Doucet.

Not printed.

165. Return to an Order of the House of March 18, 1925, for a copy of Agreement between the Vancouver Harbour Commissioners and the British Oriental Grain Company, relative to the acquisition of No. 3 elevator, Vancouver, British Columbia, together with copy of lease or other documents pertaining thereto; also, copy of correspondence between the Harbour Commissioners and said British Oriental Grain Company. Presented April 15, 1925. Hon. Mr. Stevens.....*Not printed.*
166. Report of Messrs. George W. Kyte, M.P., J. Fred Johnston, M.P., and L. J. Papineau, M.P., Commissioners appointed by the Canadian Government to the British Empire Exhibition at Wembley, England, 1924. Presented April 15, 1925.
Not printed.
167. Return to an Order of the House of April 15, 1925, for a Return showing:—1. By what firms or persons groceries and other provisions were supplied to Dorchester Penitentiary last year. 2. Whether tenders were called for these supplies. 3. The quantities and prices. Presented April 15, 1925. Hon. Mr. Baxter....*Not printed.*
168. Return to an Order of the House of March 25, 1925, for a Return showing:—1. The total amount of money disbursed on account of Soldier Settlement, (a) land settlement; (b) fishermen and others. 2. The total cost of Soldier Settlement each year, to date, including wages, travelling and all other expenses. 3. The total amount each year paid to the Board by the Soldier Settlers. 4. The amount of the total yearly payments due by said settlers. 5. The total amount outstanding, including interest, in this connection. Presented April 16, 1925. Mr. Gould*Not printed.*
169. Supplementary Return to an Order of the House of March 5, 1923, for a return showing the various technical and professional officials appointed to the Civil Service of Canada during the years from September, 1911, to December, 1922, both years inclusive, with a statement showing the salaries of each official, the qualification of each official and the method employed by the Civil Service Commission to select each said technical and professional official; also a detailed statement naming the examiners in each case and the office to which the party selected was appointed. Presented April 16, 1925. Mr. Martell.....*Not printed.*
170. Return to an Order of the House of March 2, 1925, for a return showing the cost when completed of the following public works, including in cases where the work is not completed estimated cost to finish: (1) Dry Dock at Esquimalt, Victoria. (2) Post Office Building, Victoria; (3) Outer Wharf, Victoria; (4) Floating Dry Dock, Vancouver; (5) Elevators, Terminal Facilities, Wharves, and other Properties of the Vancouver Harbour Board; (6) Post Office, Vancouver; (7) Floating Dry Dock, Prince Rupert; (8) Government Wharves and Buildings, Prince Rupert. Presented April 16, 1925. Mr. Neill.....*Not printed.*
171. Return to an Address to His Excellency the Governor General, of April 1, 1925, for a copy of all correspondence between the New Brunswick Government or any member thereof and any Minister or Department of the Dominion Government, with reference to the taking over by the Dominion Government of the St. John and Quebec Railway, since the said railway was constructed. Presented April 16, 1925. Mr. Doucet.....*Not printed.*
172. Return to an Order of the House of March 30, 1925, for a Return showing the total cost of the Civil Service for the year ending March 31, 1924, in each of the following departments:—Agriculture, Public Archives, Auditor General, Civil Service Commission, Customs and Excise, External Affairs, Finance, Governor General's, Indian Affairs, Insurance, Interior, Justice, Labour, Marine and Fisheries, National Defence (Naval, Militia and Air), Mines, Royal Canadian Mounted Police, Post Office, Privy Council, Public Works, Printing and Stationery, Railways and Canals, Secretary of State, Trade and Commerce, Immigration and Colonization, Soldiers' Civil Re-establishment, Patents and Copyright, Soldier Settlement Board, and Health. Presented April 16, 1925. Mr. Garland (Bow River).*Not printed.*

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173. Return to an Order of the House of March 25, 1925, for a Return showing:—1. The official individual name of each of the last fourteen commissions appointed to look into the grain trade. 2. In what years the various commissions were appointed. 3. The cost of each of the said commissions. Presented April 16, 1925. Mr. Gould.
Not printed.
174. Return to an Order of the House of March 2, 1925, for a Return showing the total revenues of the Government collected from Toronto during the past three years of record from, (a) Customs and Inland Revenue; (b) Post Office; (c) Income and Sales Tax; and (d) other sources. Presented April 16, 1925. Mr. Church.
Not printed.
175. Return to an order of the House of March 23, 1925, for a return showing the total income from gold claims in the area known as the Pas Mineral Belt, for the years 1922, 1923 and 1924. the income for the same years from the following sources: entry fees, in lieu of development work, renewals, surveying, rentals, royalties; also total amount expended by the Department of Mines during the above years for development and administration of the said area. Presented April 16, 1925. Mr. Bird.....*Not printed.*
176. Return to an Address to His Excellency the Governor General, of March 9, 1925, for copy of all letters, telegrams, documents and correspondence, between January 1, 1922, and February 25, 1924, between R. H. Gale and any minister or official of the Dominion Government; and, between R. H. Gale and the Vancouver Harbour Commission, and between Vancouver Harbour Commissioners and any minister or official of the Dominion Government; and, between any representative of the Spillers interests and the Harbour Commissioners, and, or any minister of the Crown and official of the Government, regarding the negotiations for lease or sale of certain waterfront property in the Vancouver Harbour, upon which is now erected what is known as the Spillers elevator, and which property lies immediately east of the Vancouver Harbour Commissioners elevator No. 1. Also, copy of any letters, agreements, schedules of fees, assignments, transfers, and other documents appertaining thereto. Presented April 20, 1925. Mr. Black (Yukon).
Not printed.
177. Return to an Order of the House of March 9, 1925, for a copy of all correspondence and other documents received by the Post Office Department, relating to the dismissal of Mrs. Pierre F. Boudreau, as postmistress of Inkerman, Gloucester County, New Brunswick, and the appointment of the present postmaster. Presented April 20, 1925. Mr. Doucet.....*Not printed.*
178. Return to an Order of the House of March 11, 1925, for a copy of all correspondence between the Gold Commissioner of the Yukon, the Surveyor General, the Director General of Surveys, any official of the Government and any person concerning the survey and plan of the townsite of Keno City, in the Yukon Territory. Presented April 20, 1925. Mr. Black (Yukon).....*Not printed.*
179. Return to an Order of the House of April 1, 1925, for a copy of all correspondence, letters, telegrams and communications passed between the Honourable Member for Skeena, and any Minister or official of the Government, in relation to the "Halibut Treaty" with the United States; also, all letters, telegrams and communications of whatsoever kind, passed between the said Honourable Member for Skeena and any Minister or official of the Government relating to the "close season for Halibut on the Pacific"; also, all petitions, letters and communications from other persons forwarded by the said Honourable Member for Skeena, to any Minister or official of the Government, relating to the said "Halibut Treaty" or the "Close Season for Halibut." Presented April 20, 1925. Mr. Black (Yukon).
Not printed.
180. Return to an Order of the House of April 6, 1925, for a return giving a list of the 200 odd industries referred to by the Minister of the Interior in his speech at page 1748 of Hansard, 1925, as having been established along the line of the Canadian National Railway from Fort William eastward and the location of each. Presented April 20, 1925. Sir Henry Drayton.....*Not printed.*

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181. Return to an Order of the Senate, dated March 18, 1925, showing:—What is the number of steamships that cleared for ports outside of Canada during 1924—(a) with cargo alone; (b) with passengers alone; (c) with cargo and passengers, from Montreal, Quebec, Vancouver, Halifax and St. John, respectively. Presented April 21, 1925. Hon. Mr. Tanner.....*Not printed.*
182. Return to an Order of the Senate, dated March 7, 1925, showing:—1. On what dates during 1923 and 1924 did the Chief Inspector of Customs and Excise Department visit the cities of Toronto, Montreal, Winnipeg, Quebec and Vancouver, respectively, for inspectorial purposes. 2. On what dates, during 1923 and 1924, did any assistant inspector from the Chief Inspector's office at Ottawa, visit the said cities respectively for inspectorial purposes. 3. Who were the assistant inspectors who made the visits. Presented April 21, 1925. Hon. Mr. Tanner.....*Not printed.*
183. Return to an Address to His Excellency the Governor General, of February 19, 1925, for returns showing:—1. The amount spent by the Government of Canada in relieving unemployment in Canada in Winnipeg, Hamilton, Toronto, Vancouver and Montreal during the past six years. 2. Whether the Government during these years had any agreement with the provinces and municipalities as to any form of relief; if so, what the arrangement was. 3. Whether any steps have been taken during this winter by the Government alone or with the provinces or municipalities to take care of unemployment, and to regulate and prevent the dumping of those out of work in the larger centres of population. Presented April 22, 1925. Mr. Church.....*Not printed.*
- 183a. Return to an Order of the House of March 2, 1925, for a Return showing:—1. Whether any report was received by the Government from any mayors or municipal authorities in Western Ontario to meet the Government regarding the relief of unemployment, or any other application received for unemployment relief and from whom. 2. Correspondence held with the municipal authorities aforesaid, and replies sent by the Government. 3. Whether the Government declined to meet them. 4. If so, why, and whether they were notified not to come to Ottawa, and by whom. 5. Whether the Government will afford the House an opportunity at an early date of discussing the whole subject of unemployment in Canada. 6. If so, when. Presented April 22, 1925. Mr. Church.....*Not printed.*
- 183b. Return to an Address to His Excellency the Governor General, of February 19, 1925, for a copy of all papers, agreements, correspondence, letters and other data exchanged between the Government of Canada and municipalities or provinces, relating to unemployment, including a return as to what action was taken at conferences between the aforesaid governments on this question, and showing the amount spent on unemployment by the Government of Canada during the past four years for unemployment relief. Presented April 22, 1925. Mr. Church.
Not printed.
184. Return to an Order of the House of March 30, 1925, for a Return showing:—1. Number of non-residents of Toronto appointed to positions in the employ of the Government in Toronto during each of the past three years in the various government departments. 2. By whom these appointments were made. Presented April 22, 1925. Mr. Church.....*Not printed.*
185. Return to an Order of the Senate, dated April 21, 1925, showing:—How much money has been paid from 1911 to 1924, inclusive, for printing, advertisements and annual subscriptions each year, respectively, to the *Montreal Gazette*. Presented April 22, 1925. Hon. Mr. Roche.....*Not printed.*
186. Report on Civil Aviation, including Civil Operations for other Government Departments, undertaken by the Royal Canadian Air Force for the year 1924. (Department of National Defence). Presented April 30, 1925....*Presented in printed form.*
187. Return to an Order of the House of April 8, 1925, for a copy of instructions given to Dr. Hume and Mr. Russell in connection with their visit to the County of Lambton, and their investigations into the Production of Crude Petroleum in that county, and all letters or reports written or made by them or either of them thereon, and all correspondence relating thereto. Presented April 23, 1925. Mr. Lesueur.....*Not printed.*

CONTENTS OF VOLUME 5—*Continued*

188. Return to an Order of the House of March 16, 1925, for a copy of all correspondence passing between Quebec Harbour Commissioners and any Minister, or department, or official of any department of the Government during the year 1924, in reference to advances by the Dominion Government from votes by Parliament; also, a copy of the report of the Board of Audit in regard to the affairs of the Quebec Harbour Commissioners made during the year 1924; also, a copy of a report of any individual member of the Board of Audit made in addition to the report of the Board. Presented April 23, 1925. Hon. Mr. Stevens. *Not printed.*
189. Return to an Order of the House of March 2, 1925, for a Return showing:—
1. How many soldier settlers in Manitoba were granted loans prior to December 31, 1924. 2. How many of these abandoned their farms prior to December 31, 1924. 3. How many of the farms abandoned in Manitoba were resold. 4. Average net loss on the farms in Manitoba thus resold, not including interest, taxes, cost of sales, etc. 5. How many soldier settlers still on their farms in Manitoba were in arrears with payments on December 31, 1924, and to what extent. 6. On how many abandoned farms in Manitoba has no salvage sale of stocks and equipment yet been held. Presented April 23, 1925. Mr. Bancroft.....*Not printed.*
190. Sixth Annual Report of the Board of Directors of Canadian Government Merchant Marine, Limited, for the year ended December 31, 1924. Presented April 23, 1925.....*Presented in printed form.*
191. Correspondence between the Government of Canada and the Government of the United States from April 29, 1924, to March 19, 1925, in regard to the St. Lawrence Waterway Project. Presented April 23, 1925.....*Not printed.*
- 191a. Return to an Address to His Excellency the Governor General of April 27, 1925, for a copy of all correspondence of whatever nature it may be, exchanged between the Government of Canada and that of the United States or between any officials of said governments, either through the Departments or Commissioners from June 1, 1924, up to this present date, in connection with the St. Lawrence Waterway Scheme, the diversion of the waters of Lake Michigan for the Chicago Drainage Canal and the diversion of the waters of Niagara Falls. Presented May 14, 1925. Mr. Archambault.....*Not printed.*
192. Return to an Order of the House of April 8, 1925, for a copy of all papers, reports, writings, telegrams and other documents written by Dr. Peter McGibbon in the year 1921 to the Canadian Government Merchant Marine, Limited, or to any of the officials of the then Government mentioned in a letter dated, Bracebridge, October 6, 1921, and addressed to the Hon. J. H. Stewart, Minister of Railways, a copy of which was tabled some time ago; also a copy of all answers to such letters, telegrams, etc., forwarded to Dr. Peter McGibbon. Presented April 24, 1925. Mr. Hammell.....*Not printed.*
193. Return to an Order of the House of June 16, 1924, for a Return showing the total number of permanent civil servants employed in the various public services of Canada, exclusive of railway employees, during each of the years; 1917, 1918, 1919, 1920, 1921, 1922, 1923. 2. Total amount paid to said employees during each of the above years. Presented April 27, 1925. Mr. Benoit.....*Not printed.*
194. Return to an Order of the House of March 30, 1925, for a return showing, in detail, "Contra accounts against the Dominion Government for services rendered" by the Quebec Board of Harbour Commissioners, and referred to in answer to questions on page 1317 of Hansard. Presented April 27, 1925. Hon. Mr. Stevens. *Not printed.*
195. Return to an Order of the House of April 27, 1925, for a Return showing:—1. Amount of insurance carried on property in Vancouver: (a) In the name of the Dominion Government; (b) In the name of Vancouver Harbour Commissioners; (c) In the name of the Board of Grain Commissioners. 2. Total premium paid on said insurance for each of the years during 1922, 1923, 1924. 3. To whom the said insurance was given and the agents of the companies with whom said insurance was placed. Presented April 27, 1925. Hon. Mr. Stevens.....*Not printed.*

CONTENTS OF VOLUME 5—*Continued*

196. Partial Return to an Order of the House of February 16, 1925, for a return showing number of employees in the several departments in the public service for the fiscal year ending March 31, 1924, designated in accordance with the new classification schedules, and showing salary paid in each case. Presented April 29, 1925. Mr. Sutherland.....*Not printed.*
197. Return to an Order of the House of March 16, 1925, for a copy of all correspondence, documents, and other communications regarding the leasing of certain property in the lower French Indian Reserve to one V. Grenon, and also relating to any complaints or requests for cancellation of the said lease. Presented May 1, 1925. Mr. Arthurs.....*Not printed.*
198. Return to an Order of the House of March 9, 1925, for a copy of all correspondence, vouchers, pay-lists, and other documents, in connection with repairs effected to the piers at Grand Etang, Inverness County, Nova Scotia, during the fiscal years 1922-23 and 1923-24. Presented May 1, 1925. Mr. Black (*Halifax*).....*Not printed.*
199. Return to an Order of the House of March 25, 1925, for a copy of each and every report made by inspectors of work at Vancouver, British Columbia, representing the Dominion Government, or the Vancouver Harbour Commission, on (a) No. 1 elevator extension; (b) No. 1 elevator jetty and superstructure; (c) No. 2 elevator; (d) No. 3 elevator extension and jetty. Presented May 1, 1925. Hon. Mr. Stevens.....*Not printed.*
200. Return to an Order of the Senate, dated March 12, 1925, to include:—Copies of all correspondence, statutory declarations, statements and other documents in the possession of the Department of Customs and Excise relating to the seizure of intoxicating liquors at the premises of Lambert Matthews of Edwardsville, Cape Breton County, N.S., in December, 1924. Presented May 5, 1925. Hon. Mr. Tanner *Not printed.*
201. Return to an Order of the Senate, dated March 12, 1925, to include:—Copies of all correspondence, statutory declarations, statements and other documents in the possession of the Department of Customs and Excise relating to the seizure in December, 1924, of intoxicating liquors claimed by Neil M. MacDonald, hotel keeper of Reserve Mines, County of Cape Breton, N.S. Presented May 5, 1925. Hon. Mr. Tanner.....*Not printed.*
202. Return to an Order of the House of March 16, 1925, for a copy of all documents, contracts, estimates, pay sheets, vouchers, correspondence and other papers relating: (a) To the acquisition of a site for the Dartmouth Pier, Nova Scotia, constructed since 1921. and (b) To construction of said pier and the approaches thereto. Presented May 7, 1925. Mr. Black (*Halifax*).....*Not printed.*
203. Return to an Order of the House of March 9, 1925, for a copy of all correspondence and other documents received by the Post Office Department since January 1, 1924, with reference to giving a direct mail service between Adamsville and Beersville, in the county of Kent, New Brunswick. Presented May 11, 1925. Mr. Doucet*Not printed.*
204. Return to an Order of the House of May 4, 1925, for a Return showing:—
1. Whether the Dominion Government owns a block of territory in British Columbia known as the Peace River Block. If so, the total area. 2. What considerations were given to British Columbia in return for the surrender of the said area to the Dominion Government. 3. Whether any of the land in the said Peace River Block within the boundaries of the Province of British Columbia has been sold or leased. If so, (a) how much; (b) in how many separate parcels; (c) the total amount received from the sale price of the property or in return for lease, or in rentals, if leased. Presented May 11, 1925. Hon. Mr. Stevens.....*Not printed.*
205. Return to an Order of the House of April 20, 1925, for a Return showing:—
1. How many coal leases have been granted in the Drumheller, Rosedale and Wayne fields. 2. The total area of each original lease. 3. To whom these leases were granted. 4. How many of these leases have been subsequently subleased. 5. The area of each section subleased. 6. The present lessee. 7. The amount of

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arrears of rentals or royalties at the time of abandonment of the original leases or of subleasing. 8. How many of the abandoned leases have been again leased. Presented May 11, 1925. Mr. Garland (*Bow River*).....*Not printed.*

206. Return to an Address to His Excellency the Governor General of April 27, 1925, for a copy of all correspondence and other documents passing between the executive officers of the Canadian National Railways and the Temiskaming and Northern Ontario Railway Commission or any of its officers, and between the Canadian National Railways and the Government of Canada or any of the Ministers thereof, and between any of the abovementioned and the Government of the Province of Quebec or any of the Ministers or officials thereof, regarding the proposed extension of the Temiskaming and Northern Ontario Railway subsidiary (the Nipissing Central) into Rouyn. Presented May 14, 1925. Mr. McQuarrie.
Not printed.
- 206a. Return to an Order of the Senate, dated June 17, 1925, showing:—Copies of all correspondence relating to the construction or obstruction of the Nipissing railway in the province of Quebec. Presented June 22, 1925. Hon. Mr. Gordon.
Not printed.
- 206b. Order in Council, P.C. 913, dated June 11, 1925, with reference to an application of the Nipissing Central Railway. Presented (Senate) June 26, 1925...*Not printed.*
207. Return to an Order of the House of March 30, 1925, for a copy of all correspondence and other papers relating to change of the post office at Big Beach, Cape Breton County, Nova Scotia. Presented May 14, 1925. Mr. Jones.....*Not printed.*
208. Return to an Order of the House of March 16, 1925, for a copy of all correspondence, cables, telegrams, and other negotiations which may have taken place during the years 1923 and 1924 and 1925, between the Minister of Railways and Canals and/or his Department, and/or any other Member of the Government and any individual, firms or companies wherever situated, relating to the purchase or sale of the Canadian Government Merchant Marine steamers, as a whole, or for any part thereof. Presented May 15, 1925. Mr. Black (Halifax).....*Not printed.*
209. Correspondence in regard to the trade agreement with Finland. Presented May 18, 1925.*Not printed.*
210. Statement of principal imports from Netherlands and colonies to Canada, during the fiscal year ended March, 1925. Presented May 18, 1925.....*Not printed.*
211. Return to an Order of the House of April 1, 1925, for a copy of all correspondence exchanged between the Postmaster General, the Civil Service Commission and all other persons, relative to the appointment of a postmaster at Glace Bay, Nova Scotia. Presented May 18, 1925. Mr. Black (Halifax).....*Not printed.*
212. Return to an Order of the House of May 6, 1925, for a copy of a report made during the year 1924, by M. H. McLeod, Chief Consulting Engineer of the Canadian National Railways, regarding the possibility of operating street cars over the Victoria Bridge, Montreal. Presented May 19, 1925. Hon. Mr. Stevens.
Not printed.
213. Return to an Order of the House of May 11, 1925, for a return showing the maximum grades between engine runs from, (a) Calgary to Vancouver on the Canadian Pacific Railway; (b) Edmonton to Vancouver on the Canadian National Railways; (c) Fort William to North Bay on the Canadian Pacific Railway; (d) Superior Junction to Cochrane on the Canadian National Railways; (e) North Bay to Montreal on the Canadian Pacific Railway; (f) Cochrane to Quebec on the Canadian National Railways; (g) Farnham to McAdam Junction on the Canadian Pacific Railway; and (h) Levis to McGivney Junction, New Brunswick, on the Canadian National Railways. Presented May 19, 1925. Mr. Morin...*Not printed.*
214. Return to an Order of the House of May 13, 1925, for a copy of the report of Colonel Machin to Governor in Council respecting the Quebec riots of 1917. Presented May 22, 1925. Mr. Doucet.....*Not printed.*

CONTENTS OF VOLUME 5—*Continued*

- 214a. Return to an Order of the House of June 10, 1925, for a copy of the report made by Lieutenant-Colonel H. A. Machin to the Honourable the Minister of Justice with regard to the Quebec disturbances in the early part of April, 1918. Presented June 15, 1925. Mr. Doucet.....*Not printed.*
215. Copy of correspondence between the Honourable E. J. McMurray, M.P. and the Prime Minister, concerning the former's resignation as Solicitor General of Canada. Presented May 22, 1925.....*Not printed.*
216. Return to an Order of the House of April 27, 1925, for a Return showing:—1. Names of the doctors who were officially appointed as medical advisers to the employees of the Canadian National Railways, at Rivière du Loup, from 1900 to date. 2. From and to what date each of them performed these duties. 3. On whose recommendation each of them was appointed. 4. Whether such a post entitles the holder to a pass on the Canadian National Railways. Presented May 25, 1925. Mr. Pouliot*Not printed.*
217. Copy of Interim Report of Imperial Shipping Committee on Canadian Marine Insurance Rates. Presented May 25, 1925.....*Presented in printed form.*
218. Supplementary Return to an Order of the House of May 19, 1924, for a copy of all correspondence, telegrams, leases or other documents exchanged between the Government or any member thereof, and any other parties in any way relating to a lease which has recently been given on Peigan Indian Reserves to the Hon. Mr. McLean. Presented May 26, 1925. Mr. Coote.....*Not printed.*
219. Return to an Order of the House of April 22, 1925, for a Return showing:—1. Whether the Government acquired by purchase or otherwise since 1921, a wharf property at Lockeport, Nova Scotia. 2. When it was acquired and from whom. 3. The price of the property. 4. Whether any repairs or additions have been made to the property since it was acquired. 5. If so, when the same were made, and the cost thereof. And also Return to an Order of the House of April 22, 1925, for a copy of all reports, estimates, statements, specifications, offers, accounts, vouchers, correspondence and other papers relating to the Government wharf at Lockeport, Nova Scotia, and repairs and additions thereto since the year 1921. Presented May 27, 1925. Mr. Jones.....*Not printed.*
220. Return to an Order of the House of April 27, 1925, for a copy of all correspondence and other documents received by the Post Office Department relating to the dismissal of Albert E. Robichaud, as postmaster of Lamèque, Gloucester County, New Brunswick, together with a copy of the evidence taken at the inquiry, the report of the investigator and all correspondence relating to the appointment of the new postmaster. Presented May 27, 1925. Mr. Doucet.....*Not printed.*
221. Return to an Order of the House of April 27, 1925, for a copy of all correspondence and other documents in connection with the appointment of the new postmaster at St. Ignace, electoral district of Kent, New Brunswick. Presented May 27, 1925. Mr. Doucet*Not printed.*
222. Return to an Order of the House of April 20, 1925, for a copy of all correspondence and communications between the Government, any member or official of the Government, and any persons, during the past three years, concerning the disposal of the Government property situate on the southwest corner of Granville and Pender Streets, Vancouver, known as the old post office property. Presented May 27, 1925. Mr. Black (Yukon).....*Not printed.*
- 222a. Return to an Order of the House of June 8, 1925, for a copy of all correspondence, letters, telegrams, options, agreements, and other documents, regarding the purchase of the Winch Building, Vancouver, British Columbia. Also a copy of tenders or letters offering to purchase the old post office building and site on the corner of Pender and Granville streets, Vancouver. Presented June 19, 1925. Sir Henry Drayton.*Not printed.*

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223. Return to an Order of the House of the 18th May, 1925, for a Return showing:—
1. How much Federal money has been expended by the National or Quebec Battlefields Commission in monuments and historic sites in Quebec. 2. How much Federal money has been expended for like purposes in the Maritime Provinces. 3. What monuments have been erected in the Maritime Provinces, and their respective costs. 4. Whether the character, design and inscriptions of these monuments were ever submitted to any Government, historical authority, or historical society, previous to erection and, if so, did they meet their commendation. Presented May 28, 1925. Mr. Black (Halifax).....*Not printed.*
224. Return to an Order of the House of April 27, 1925, for a Return showing number of civil servants who are eligible to come under the provisions of the Civil Service Superannuation Act, 1924. Presented May 29, 1925. Mr. McQuarrie..*Not printed.*
225. Return showing number of clerks, both permanent and temporary, with their salaries, employed in the Department of External Affairs, 1921-1922 and 1925-1926. Presented June 5, 1925.....*Not printed.*
226. Copy of Order in Council, P.C. 886, dated June 5, 1925, respecting Freight Rates. Presented June 8, 1925.....*Printed for distribution to Senators and Members.*
227. Return to an Order of the Senate, dated April 28, 1925, for the production of a comparative statement of the Importation from England and the United States, of shoes, or iron, steel, and woollen manufactured goods, during the last three years ending April 1, 1925. Presented June 9, 1925. Hon. Mr. David..*Not printed.*
228. Return to an Order of the House of May 11, 1925, for a return showing statement made out by Messrs. Wilson and Wilson, in October, 1924, as auditors for Vancouver Harbour Commissioners, covering the operation of No. 1 elevator, for crop year ending July 31, 1924. Presented June 11, 1925. Hon. Mr. Stevens.
Not printed.
229. Copy of Interim Report of the Registrar of the Combines Investigation Act, 1923, of his investigation into an alleged combine operating to limit competition in connection with the marketing of the New Brunswick potato crop, dated June 9, 1925. Presented June 11, 1925.....*Presented in printed form.*
230. Return to an Order of the House of May 25, 1925, for a Return showing: 1. Number of translators employed by the Senate and House of Commons, respectively. 2. Number of translators employed by the public departments in Ottawa, or branches of the Government Service. 3. Duties of the Blue Book translation staff of the House of Commons. 4. Whether the Blue Book translation staff has been relieved of the duty of translating the annual departmental reports. 5. If so, why and upon whose authority. Presented June 12, 1925. Mr. Hocken.
Not printed.
231. Return to an Order of the House of April 27, 1925, for a copy of all correspondence, letters, telegrams, and communications passed between the Government, any member or official of the Government, and any persons concerning the establishment of Drumheller as a Customs Excise Outport, and Warehouse Port, under the survey of the Port of Calgary, Alta. Presented June 12, 1925. Mr. Garland (Bow River).....*Not printed.*
232. Return to an Order of the House of March 11, 1925, for a Return showing: 1. Name, rank, position, and pension of each officer on the Staff at Headquarters, Ottawa, and the Military Districts, who has been retired from the service, from January 1, 1924, to March 1, 1925. 2. Name, rank, position, and salary, including pay and all allowances, of each officer of the Staff at Headquarters, Ottawa, and the Military Districts, who has received: (a) an extension of term; (b) a reappointment, from January 1, 1924, to March 1, 1925. 3. Who recommended to the Minister and the Deputy Minister of the Department of National Defence: (a) the retirement of an officer; (b) the extension of term to an officer; (c) a reappointment of an officer; (d) the promotion of an officer. 4. Name of each officer of the Staff at the General Headquarters and Local Headquarters, Ottawa, and in the Military Districts, who has held the same rank more than four years, and the tenure of appointment of all positions on the Staff. 5. The intention of

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the Minister of the Department of National Defence regarding those officers who have not been promoted in the army for many years. Presented June 15, 1925. Mr. Doucet.....*Not printed.*

233. Return to an Order of the House of March 11, 1925, for a Return showing: 1. Tenure of appointment of an officer commanding a Military District. 2. Names of the officers commanding the Military Districts of Halifax, Nova Scotia; St. John, New Brunswick; Toronto, Ontario; Montreal, Quebec; Quebec, Quebec; from August 1, 1912, to March 1, 1925. 3. During the above years, (a) the date of the first appointment as officer commanding a Military District of each of the above officers; (b) the date of each reappointment; (c) the date of each extension of term; (d) the total number of years of service as officer commanding a Military District. 4. Whether it is the intention of the Minister and the Department of National Defence to maintain in his position an officer commanding a Military District for a term of more than four or five years, by this fact stopping promotion to a lot of officers of the Permanent Force well qualified and available for such a position. Presented June 15, 1925. Mr. Doucet.....*Not printed.*
234. Return to an Order of the House of June 11, 1925, for a Return showing: 1. Whether any June or other training camps are being held for the Militia. 2. If so, where and for what units and length of time. 3. What will be done this year for artillery units as to training. Presented June 15, 1925. Mr. Church.....*Not printed.*
235. Return to an Order of the House of June 1, 1925, for a copy of the lease made by the holding company of the Scribe Hotel property in Paris purchased by the Canadian National Railway System, and any other papers and documents in any way relating to the said lease of the said property or the title thereof. Presented June 15, 1925. Sir Henry Drayton.....*Not printed.*
236. Return to an Order of the House of March 4, 1925, for a Return showing: 1. Total cost of the investigation lately conducted by David Campbell, K.C., of Winnipeg, into the supplies of coal and other matters affecting Military District No. 10. 2. Whether any suspensions of Militia Officers have been made as result and if so what officers have been suspended, if any. 3. Whether such militia officers, if so suspended, were given the opportunity to conduct their defence with the assistance of counsel. 4. Whether such militia officers so suspended, if any, were accorded the right of an officer to court martial. 5. In each case of an officer so suspended, if any, the reason, and how long the suspension lasted. 6. Whether any such officer so suspended is drawing his regular military pay while under suspension. 7. Fees paid each counsel for the Government in the matter or for the Commission. Presented June 16, 1925. Mr. Ross (Kingston).
Not printed.
- 236a. Return to an Order of the House of March 4, 1925, for a Return showing: 1. Total cost of the Commission appointed by the Government regarding the coal enquiry at Tuxedo Barracks, Winnipeg. 2. What amount the Commissioners received. 3. Whether the Government received any objection as to the amount paid from Winnipeg or elsewhere. Presented June 16, 1925. Mr. Arthurs....*Not printed.*
- 236b. Return to an Order of the House of March 2, 1925, for a copy of all accounts sent in to the Government for payment for services rendered by Commissioner David Campbell, K.C., and D. R. MacLean, Government Counsel, during the enquiry into coal supplied at Tuxedo Barracks, Winnipeg, together with a copy of all correspondence passing between the Solicitor General, or any other official of the Government or any department thereof, and Messrs. Campbell and MacLean, or any other person or persons, in connection with said accounts. Presented June 20, 1925. Mr. Arthurs.....*Not printed.*
- 236c. Return to an Address to His Excellency the Governor General of March 2, 1925, for a copy of all telegrams, letters, Orders in Council, evidence and report or reports, and other documents in connection with the investigation lately conducted by David Campbell, K.C., of Winnipeg, into the supplies of coal and other matters affecting Military District 10, and especially copies of telegrams passing between the Solicitor General and the said Commissioner or Counsel for the Commission and between the Defence Department and the Commissioner or Counsel for the Commission. Mr. Ross (Kingston).....*Not printed.*

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Also,—Return to an Order of the House of March 30, 1925, for a copy of correspondence passing between the Department of National Defence or the Department of Justice and the Canadian Coal Sales Company, Limited, in the years 1924 and 1925, and also, for a copy of all charges made, in relation to the sale of coal or otherwise, affecting militia officers at Winnipeg in the said years with the name of the party making such charges, and also, for a copy of the reports of General Ketchen, with respect to said charges. Hon. Mr. Stevens. Presented June 22, 1925.....*Not printed.*

237. Return to an Order of the House of June 10, 1925, for a Return showing:—1. Amounts paid per year by the Government of Canada to the Honourable E. N. Rhodes, during the years 1919-1920, 1920-1921, and 1921-1922. 2. Amounts paid during these years for cab hire for Mr. Rhodes. Presented June 16, 1925. Mr. Carruthers.....*Not printed.*
238. Copy of Report on Problems relating to Grading of Grain; Copy of Report of Dominion Grain Research Laboratory, dated August 9, 1924; Memoranda prepared by Dr. Robert Newton, and Dr. G. S. Whitby, regarding the report of the Dominion Grain Research Laboratory. Presented June 17, 1925.....*Not printed.*
239. Return to an Order of the House of June 1, 1925, for a return showing the cost to the Government of all leather goods used by the Medical Branch of the Soldiers' Civil-Re-establishment in Edmonton, Alberta. Presented June 17, 1925. Mr. Kellner.....*Not printed.*
240. Return to an Order of the House of March 30, 1925, for a Return showing:—1. The annual cost of the Soldier Settlement Board since its inception: (a) amount spent on rent of offices, and where the offices are located; (b) amount spent on salaries; (c) how much the head office in each province cost; (d) amount expended in other ways, as overhead. 2. Number of farms purchased under the Soldier Settlement Board: (a) by provinces; (b) amount paid per farm; (c) the area of each farm in acres. 3. Number of farms occupied under the Board, by provinces. 4. The total amount loaned to settlers: (a) amount of such loans expended in permanent improvements; (b) amount of such loans expended in purchasing live stock; (c) amounts loaned by provinces; (d) rate of interest charged; (e) the nature of the securities on which loans were made; (f) the currency of these loans; (g) who holds the mortgages. 5. Number of farms, by provinces, which have been retained, and the present economic condition of these farms. 6. Number of farms, by provinces, vacated: (a) what was done with such farms; (b) what happened to the loans made on such farms. 7. Whether all such settlers were required to carry all overhead of both purchase and equipment loans. 8. If not, what percentage they were supposed to carry, and who carried the rest. 9. Who determined what advance should be made to settlers under the Board. Presented June 17, 1925. Mr. Irvine....*Not printed.*
241. Return to an Order of the House of May 6, 1925, for a copy of all correspondence passing to and from the Department of Public Works relating to the wharf at Matane, including copies of contracts, if any, or other documents or agreements relating to such wharf. Presented June 17, 1925. Mr. Hanson....*Not printed.*
242. Return to an Order of the House of May 25, 1925, for a copy of all specifications and contracts made regarding the new Halifax elevator. Presented June 18, 1925. Mr. Black (*Halifax*).....*Not printed.*
243. Return to an Order of the House of April 22, 1925, for a Return showing:—1. The total amount spent by the present Government since coming into office for public printing, aside from that done by the Printing Bureau. 2. The names of the firms or individuals awarded this printing, what amount of work was done by each, and at what price each year since the coming into power of the present Government. Presented June 18, 1925. Mr. Sutherland.....*Not printed.*
244. Return to an Order of the House of February 23, 1925, for a Return showing:—1. On what date and by what authority the Dominion of Canada acquired the North-west Territories and Rupert's Land, and at what cost to the Dominion of Canada

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- as a whole. 2. The total cost to the Dominion of Canada as a whole in administering and developing said Northwest Territories and Rupert's Land. 3. What portion of the Northwest Territories and Rupert's Land is still owned by the Dominion of Canada. 4. What portion of the Northwest Territories retained by the Dominion of Canada lies within the confines of each of the provinces of Manitoba, Saskatchewan and Alberta. 5. The total cost to the Dominion of Canada of administering and developing the last-mentioned areas. 6. What portion of the lands referred to in paragraph four have been sold or otherwise disposed of since same were acquired by the Dominion of Canada. 7. The proceeds from (a) sales of said lands mentioned in paragraph four; and (b) revenue derived thereon from all sources. Presented June 19, 1925. Mr. Clark.....*Not printed.*
245. Return to an Order of the House of June 10, 1925, for a Return showing:—1. Whether L. A. Forsythe, or James M. Davison, his partner, received legal work from any Department of the Government since January 1, 1922. 2. If so, the items, dates, and accounts for the moneys so paid to Mr. Forsythe or Mr. James M. Davison, his partner. 3. What amount, if any, is still owing them. 4. Whether they are at present in receipt of legal work from the Government. Presented June 19, 1925. Mr. Black (*Halifax*).....*Not printed.*
246. Return to an Order of the House of February 23, 1925, for a Return showing:—1. Since Confederation, how many acres of land belonging to the Dominion of Canada have been transferred to the Province of Ontario, and on what date transfers were made. 2. Consideration paid by said Province of Ontario for said transfers. 3. Cost to the Dominion of Canada of administering and developing said lands prior to the date of transfer. 4. Since Confederation, how many acres of land, belonging to the Dominion of Canada, have been transferred to the Province of Quebec, and on what date transfers were made. 5. Consideration paid by said Province of Quebec for said transfers. 6. Cost to the Dominion of Canada of administering and developing said lands prior to the date of transfer. 7. Whether the rights of the other provinces of Canada to compensation were reserved when the boundaries of Ontario and Quebec were extended. Presented June 19, 1925. Mr. Clark.....*Not printed.*
247. Return to an Address to His Excellency the Governor General of May 18, 1925, for a copy of all letters, telegrams, memoranda, orders in council, and other documents in the possession of or under the control of the Government of Canada or any department thereof, of date subsequent to May 17, 1924, relating to the proposed reclamation of the area in the Province of British Columbia and the State of Idaho, known as the Kootenay Flats. Presented June 19, 1925. Mr. Humphrey.....*Not printed.*
248. Return to an Order of the House of May 11, 1925, for a Return showing:—1. Number of grain elevators owned or operated, (a) by Dominion Government; (b) by Harbour Commissioners under control of the Minister of Marine; (c) by the Canadian National Railways; (d) or sublet from any of the above. 2. Location of each elevator, type of construction, and the storage capacity of each. 3. Cost of each, exclusive of site. 4. Cost of each, including site. 5. Number and kind of separator, cleaner and dryer in each. 6. Capacity and kind of conveyor system in each elevator, including the number of legs. 7. By what kind of power each is operated, showing maximum demand and connected load of each plant. 8. Amount of grain each handled during each of the crop years, ending 1922, 1923, 1924 inwards and outwards. 9. Which of the above elevators are operated under the Canada Grain Act, and under what authority others are operated. 10. Which are licensed and bonded by the Board of Grain Commissioners. 11. Insurance rate on each (a) building; (b) contents. 12. Charges in each and in case of conveyor charges, at what rate in each case. 13. Number of receiving pits in each elevator and number of car loading spouts. 14. In which of the above elevators "car dumps" are used, or automatic power, or shovels, and if car dumps are used, what make. 15. Whether any of the above elevators are in process of construction, or if incomplete, how much still remains to complete. 16. Operating revenue and operating expenses, exclusive of interest and sinking fund, on each of the above elevators. 17. In cases where elevators are leased, (a) the rentals; (b) to whom leased; (c) terms of lease. 18. Number of scales in each elevator, showing receiving, shipping, bagging capacity of each. Presented June 19, 1925. Hon. Mr. Stevens.....*Not printed.*

CONTENTS OF VOLUME 5—*Continued*

249. Return to an Order of the House of March 25, 1925, for a return for the months of May and June, 1924, showing invoiced value of importations into Canada of canning machinery, suitable for use as equipment in fruit or berry canning factories, which were released by the Customs Department without duty being actually paid thereon, together with copies of all correspondence and documents received by the Department of Customs or any member of the Government relating to such importations, together with a statement for the first six months of 1924, showing importations into Canada of canning machinery suitable for equipment in fruit or berry canning factories on which duty was paid, showing the amount of duty paid thereon and the invoiced value of such importations. Presented June 19, 1925. Mr. Grimmer.....*Not printed.*
250. Return to an Order of the House of June 1, 1925, for a copy of all correspondence exchanged between the Department of Customs and Excise, the Civil Service Commission and others, relating to the appointment of a customs and excise examiner at St. Leonard in the electoral district of Restigouche-Madawaska, New Brunswick. Presented June 19, 1925. Mr. Doucet.....*Not printed.*
251. Return to an Order of the House of June 15, 1925, for a Return showing:—1. Number of employees on April 1, 1925, in each of the Canadian Penitentiaries. 2. Name, rank, creed and salary of each such employee and the date of first appointment. 3. Number of employees on April 1, 1915, in each of the Canadian Penitentiaries. 4. Name, rank, creed and salary of each such employee and the date of first appointment. Presented June 19, 1925. Mr. Deslauriers.....*Not printed.*
252. Letter from the Auditor General in respect to a statement made by the Acting Minister of Finance in the House of Commons (June 11, 1925) dealing with the audit made by officials of the Auditor General's office of the securities held by the Finance Department, and letter from Mr. Robb, in reply thereto. Presented June 19, 1925.....*Not printed.*
253. Return to an Order of the Senate, dated May 28, 1925, for a return to include copies of all correspondence, documents, and other writings relating to the appointment or recommendation for appointment of Joseph McDonald in 1924 or 1925, as an Excise Prevention Officer in the district of Lingan or of Glace Bay in Nova Scotia, and to refusal of the Department of Customs and Excise to accept him for the position. Presented June 19, 1925. Hon. Mr. Tanner.....*Not printed.*
254. Return to an Order of the House of March 9, 1925, for a copy of all correspondence, documents, statements and communications concerning exemption or partial exemption from payment of income tax on payments or remuneration, whether paid as salary, living allowance or otherwise, by the Government of Canada to officials of Yukon Territory, and showing what exemptions (if any) from income tax have been allowed to Yukon officials on amounts paid them by the Government of Canada during the past seven years. Presented June 20, 1925. Mr. Black (*Yukon*).....*Not printed.*
255. Return to an Address to His Excellency the Governor General of March 30, 1925, for a copy of all letters, telegrams, papers and other documents between the Government of Canada and the mine workers of Cape Breton, or received by the Government on their behalf, and between the Government of Canada and the Government of Nova Scotia, respecting the condition of the mine workers, and between the Government of Canada and any towns or municipalities in Cape Breton, respecting the conditions of the mine workers and the necessity for relief owing to the labour troubles in that district. Presented June 20, 1925. Mr. Arthurs.....*Not printed.*
256. Copy of Agreement between the Government of Canada and the Manitoba Pulp and Paper Company, Limited, dated June 12, 1925, respecting the right to cut pulpwood on certain timber berths in Manitoba, together with schedules to agreement marked "A," "B," "C," and "D." Presented June 22, 1925.
Not printed.
257. Return to an Order of the House of June 15, 1925, for a Return showing:—1. The total debt of the Canadian National Railways and all its subsidiaries up to March 31, 1925. 2. The total revenue of the said railways for the year ending March 31, 1920, 1921, 1922, 1923, 1924 and 1925. 3. The deficit or surplus for each year from 1920 up to 1925, inclusive. Presented June 22, 1925. Mr. Tobin.
Not printed.

CONTENTS OF VOLUME 5—*Continued*

- 258, 258a.** Return and supplementary return to an Order of the House of June 8, 1925, for a return setting forth the total expenses incurred by the Special Committee in its investigation into Ocean Rates, showing: (a) full amount paid to Mr. Symington in fees; (b) the amount in fees still due Mr. Symington as counsel; (c) total amount paid and incurred for expenses to Mr. Symington; (d) the amount paid to each witness for fees and for expenses; (e) the amount paid or proposed to be paid to Sir William Petersen in fees, or, and, for expenses; (f) amount in full paid to W. T. R. Preston in fees or, and, for expenses since January, 1924; and all other expenses, including reporting and printing, incurred by the Committee, or by the authority of the Government. Presented June 22 and 27, 1925. Hon. Mr. Stevens.....*Not printed.*
- 259.** Return to an Order of the House of June 15, 1925, for a Return showing:—1. Number of Hog Graders on the pay roll of the Department of Agriculture. 2. Amount paid to such graders, respectively, as salaries, wages, and expenses, for the year ending March 31, 1924. 3. Number of veterinary inspectors and lay inspectors, respectively, employed by the Department in the inspection of animals slaughtered, and the carcasses of such animals in abattoirs and packing-houses in Canada, during the year ending March 31, 1924. 4. Amount paid in salaries and wages to such veterinary and lay inspectors, respectively, for the time mentioned above. 5. Number of hogs graded by Government inspectors during the year referred to. 6. Total weight of hogs so graded and the percentage of the whole in each grade or classification made by the Government officials. 7. How the output of said packing-houses corresponds as to grade for home consumption or for export, with the classification of live animals made by Government graders. 8. Whether any classification of the output of packing-houses is made by the Government in accordance with that made of animals purchased. 9. If not, why this is not done. Presented June 22, 1925. Mr. Sutherland.....*Not printed.*
- 260.** Copy of Order in Council, P.C. 993, dated June 20, 1925, cancelling Order in Council, P.C. 623, dated April 23, 1925, *re* appointing a Committee to consider and report on the most suitable design for a Canadian National Flag for use ashore. Presented June 22, 1925.....*Not printed.*
- 260a.** Copy of Order in Council, P.C. 623, dated April 23, 1925, appointing a Committee to consider and report on the most suitable design for a Canadian National Flag for use ashore. Presented (Senate) June 25, 1925.....*Not printed.*
- 261.** Return to an Order of the House of June 18, 1925, for a Return showing:—1. How many returned soldiers of the Great War are detained in the penitentiaries of Canada, and where. 2. What inspection there is of these institutions, by whom, when, and whether Government officials are the only inspectors. 3. Whether it is the intention of the Government to introduce legislation this session to empower grand juries, sitting at the assizes or general sessions of the peace holden in the municipality where these institutions are or the nearest municipality, regularly to visit and inspect these institutions, similar to the law of England and all the oversea Dominions (Canada excepted) and in the same way that juries now visit provincial prisons. 4. If not, why not. Presented June 23, 1925. Mr. Church.
Not printed.
- 262.** Return to an Order of the House of April 22, 1925, for a copy of all correspondence, reports, documents, telegrams, or memoranda, passing between the Department of Justice and any other Departments of the Government, or Ministers, or any other parties whatsoever, within the past six months, relating to the appointment of Inspector of Penitentiaries, and especially relating to the refusal to accept for such appointment Colonel Eric W. MacDonald of Halifax. Presented June 23, 1925. Mr. Black (*Halifax*).....*Not printed.*
- 263.** Return to an Order of the House of June 9, 1924, for a copy of all correspondence, letters, telegrams and other documents passing between the Government or any member thereof and the Canadian Bank of Commerce and the Bank of Hamilton or any of the directors of the said banks or any other parties, in any way relating to the amalgamation of the Canadian Bank of Commerce and the Bank of Hamilton. Presented June 24, 1925. Mr. Coote.....*Not printed.*

CONTENTS OF VOLUME 5—*Continued*

- 264.** Return to an Order of the House of June 18, 1925, for a Return showing:—1. Number of juveniles under 18 now detained in the penitentiaries of Canada, where, and how many 16 or under, 17, 18 and 19 years of age. 2. Whether it is the intention of the Government to give effect to the recommendations for years of grand juries and public bodies to provide separate institutions for these cases. If not, why. 3. Whether it is the intention of the Government to so readjust the rules of these institutions so that juveniles and first offenders will have preferential rules and also a better classification consideration to those of repeaters. 4. Whether it is the intention of the Government in the recess of Parliament to appoint a Royal Commission or Committee of the House to go into the whole question of prison reform in Canada as suggested in the debates in Hansard, 1922. If not, why not. Presented June 24, 1925. Mr. Church.....*Not printed.*
- 265.** Return to an Order of the House of April 27, 1925, for a Return showing:—1. Whether any retired officers of the Imperial Forces are now employed by the Department of National Defence. 2. If so, their names, rank or position. 3. What salaries they receive from the Canadian Government. 4. What pension they receive from the Imperial Government. 5. Whether the pay and allowances of private soldiers in the Permanent Militia have been decreased since the year 1922. 6. If so, to what extent. 7. Whether the pay and allowances of non-commissioned officers in the Permanent Militia have been decreased since the year 1922. 8. If so, to what extent. Presented June 24, 1925. Mr. Power.....*Not printed.*
- 266, 266a.** Return and Supplementary Return to an Order of the House of March 9, 1925, for a return showing the number of motor cars purchased by the Government, since January 1, 1912, the make of said cars, the total price paid for each, the date of purchase, to what duty assigned or by whom used, the total amount of gasoline purchased; also, showing the number of buildings in which the said motor cars are housed, showing when owned by the Government, date purchased and at what price, and when rented, what rental and when leased. Also showing the number of employees engaged in the care and upkeep of said motor cars, and the total amount spent on repairs to these cars, since January 1, 1912. Presented June 24, 26, 1925. Mr. Simpson.....*Not printed.*
- 267.** Return to an Order of the House of May 20, 1925, for a Return showing:—1. During the year 1924, prior to August 1, what rate per day was paid to the following officers, non-commissioned officers and men of the permanent force of Canada, namely, General of various ranks, Colonel, Lieutenant-Colonel, Major, Captain, Lieutenant, Second Lieutenant, Regimental Sergeant-Major, Company Sergeant-Major, Sergeant, Corporal and Private. 2. The value in money of any per diem allowance paid or furnished each of said ranks in addition to pay during said period. 3. The rate of pay and rate of allowance paid each of said ranks since August, 1924. Presented June 24, 1925. Mr. Black (*Yukon*).....*Not printed.*
- 268.** Return to an Order of the House of March 23, 1925, for a Return showing:—1. The actual strength of the Canadian Permanent Force. 2. The present number of officers of the Staff and Permanent Force who are holding the full, temporary and brevet ranks: (a) Colonel; (b) Lieutenant-Colonel. 3. The position and the salary of the following Generals who are yet in the service: General MacBrien, General Ashton, General Panet, General Macdonell, General King, General Elmsley, General McNaughton, General Thacker, General Bell, General Ross, General Ormond, General Ketchen, General Armstrong, General Landry. 4. The name of each of those generals whose tenure of appointment or the extension of term will end during the fiscal year, April 1, 1925, to March 31, 1926. 5. Whether the Department of Defence allows a six months' leave with pay and allowances to the officers before being pensioned. 6. If so, whether it is the intention of the Minister of National Defence to notify, through the Adjutant General, each general six months before the expiration of his tenure of appointment or his extension of term that he will be retired from the service, thus allowing promotion to other officers. Presented June 24, 1925. Mr. Lanctôt.....*Not printed.*
- 269.** Return to an Order of the House of March 23, 1925, for a Return showing:—1. The present number of officers of the Permanent Force who are qualified for a higher rank, but who are waiting for a promotion: (a) Lieutenants for the rank of Captain; (b) Captains for the rank of Major; (c) Majors for the rank of Lieu-

CONTENTS OF VOLUME 5—Concluded

tenant-Colonel; (d) Lieutenant-Colonels for the rank of Colonel; (e) Colonels to Command a Military District. 2. Whether the Minister of the Department of National Defence intends to retire the generals and other officers who have been in the service for some years, thus stopping the promotion on the Staff and in the Permanent Force. Presented June 24, 1925. Mr. Lanctôt.....*Not printed.*

270. Return to an Order of the House of June 11, 1925, for a Return showing:—1. Whether Colonel A. H. Borden, lately Assistant Officer Commanding at Toronto, is now in receipt of pay and allowances from the Militia Department. 2. If not, on what date he retired. 3. On what grounds his retirement was sanctioned. 4. Amount of his retiring allowance. Presented June 24, 1925. Mr. Black (Halifax).
Not printed.
271. Copy of Rhineland Security Pact Proposals: Note from German Government, February 9, 1925, and reply of French Government thereto of June 16, 1925. Presented June 24, 1925.....*Not printed.*

DEPARTMENT
OF
PUBLIC PRINTING AND STATIONERY

ANNUAL REPORT
FOR THE FISCAL YEAR ENDED MARCH 31
1924

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1924

*To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B.,
G.C.M.G., M.V.O., Governor General and Commander in Chief of the
Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Public Printing and Stationery for the year ended March 31, 1924.

I have the honour to be,

Your Excellency's most obedient servant,

JAMES MURDOCK,
Minister of Labour.

INTRODUCTORY STATEMENT

The Hon. JAMES MURDOCK,
Minister of Labour.

SIR,—In presenting the report of the department for the fiscal year 1923-1924 I have thought it desirable to revert to the practice, pursued down to a few years ago by my predecessors, of discussing in a few introductory pages any outstanding incident or feature of the year. A brief review of this kind is more fitting on the present occasion because of the considerable changes which have taken place during recent years in the methods and management of the department.

FUNCTIONS OF THE DEPARTMENT

The functions of the department are, of course, set forth in chapter 80, R.S.C., enacted in 1886, with an amendment in 1919. Section 5 of the Statute reads as follows:—

The department shall be charged exclusively with the following duties in relation to services required for the Senate and House of Commons and the several departments of the Government, namely:—

- (a) The execution and audit of all printing, stereotyping, electrotyping, lithography, binding work, or work of the like nature, and the procuring of the material therefor;
- (b) The purchase and distribution of all paper, books and other articles of stationery of whatsoever kind, except books which are required for the Library of Parliament, and printed books required for the use of the chaplains, libraries or schools in the penitentiaries which may be procured as heretofore;
- (c) The sale of all books or publications issued by order of either or both Houses of Parliament or by any department of the Government;
- (d) The audit of all accounts for advertising.

2. The aforesaid services shall be executed by or under the superintendence of the proper officers respectively of the department. 51 V., c. 17, s. 2.

In addition, by an Order in Council, P.C. 1631, August 17, 1923, the duties which had been for some years performed by the Editorial Committee on Governmental Publications were transferred to the department.

Prior to the enactment of this Statute public printing had been performed by private establishments, chiefly under contract; the official charged with the oversight of the same being known as the Queen's Printer, and holding rank as an officer of the Department of the Secretary of State. The governing Statute provides in section 6 for the appointment of "an officer who shall be called the King's Printer and Controller of Stationery, who shall hold office during pleasure and shall be the Deputy Head of the department," etc. Provision was made for the administration of the Department by the Secretary of State of Canada or other member of the Government, and the department was in fact for many years administered under the authority of the Secretary of State.

ESTABLISHMENT OF GOVERNMENT PRINTING BUREAU

Records of the department show that in the year 1885 Mr. Brown Chamberlin, then Queen's Printer, under instruction from the Hon. J. A. Chapleau, then Secretary of State of Canada, made, with others, an investigation into the various systems of governmental printing pursued in other countries, and particularly in Great Britain, the United States and France.

The investigators found that the systems varied, the contract system being preferred in some countries and a Government printing establishment operating in other cases. In Great Britain printing was done by private establishments under contract, and in the United States and in France there existed large official printing offices.

The investigators, comparing the printing produced by the Government printing contract system in Canada with that done by the official printing establishments in the United States and elsewhere, found the printing of the official documents of Canada to be of an inferior character. The inferiority was regarded not as characteristic of Canadian printing at large but as the outcome of the low prices at which under the contract system in vogue at the time much of the official printing of Canada was done, and the investigators in their reports appeared to look, in the event of a Government Printing Bureau being established in Canada, to see an improvement in the character of official printing rather than any diminution in the expenditure thereon.

Information to hand at the present time as to conditions obtaining in these matters in the countries discussed in the reports of a generation ago does not show any material change from the situation as then described, save that in the case of Great Britain a large official printing establishment was established in London during the period of the Great War, and the operations of this establishment have been continued since the war; the bulk of official printing in Great Britain is still performed by private establishments.

The Government on the information received proceeded with the erection on Nepean Point of the present Printing Bureau, though some additions have been made to the original structure. The building was commenced in 1886 and completed in 1888, but its equipment was not sufficiently advanced to permit it to function fully until a year or two later.

The new department with its extensive and modern mechanical equipment appears to have performed its functions with reasonable satisfaction during the succeeding years, the facilities of the Printing Bureau being developed proportionately with the increase in the demands of the rapidly expanding Government service, save that it is to be noted that the Printing Bureau equipment has not at any time included staff or machinery for the purposes of lithography, electrotyping or photogravure, and the assistance of private establishments has been invoked for work of this nature. Whilst this class of work has increased greatly during recent years it is entirely secondary in volume to ordinary printing, and the machinery and processes involved being elaborate and costly and necessitating a large staff of skilled operators, it may be said that the time has not yet arrived when lithographic and engraving branches can be wisely added to the equipment of the Bureau.

With the Printing Bureau fully functioning the services of outside printing establishments for printing proper came to be utilized only when necessitated by an extraordinary pressure of work in the Printing Bureau or when the printing required might include some quite exceptional feature, any such work being then performed, as in the case of lithographic work, either under tender or in accordance with special Printing Bureau rates.

The records show that during the war period the department faced heavy responsibilities, necessitating considerable increases in the number of employees in the different sections of the Printing Bureau, with much overtime in the mechanical divisions and strenuous work on the part of supervising officers. The number of employees of all classes which in 1891 stood at 341, in 1901 at 511 and in 1911 at 861, had increased by 1915 to 1,160. The figures of the personnel for December 31 in each of the ensuing four years were as follows:—

1916.....	1,240	1918.....	1,169
1917.....	1,306	1919.....	1,131

SESSIONAL PAPER No. 27

The Printing Bureau had become a great industrial institution, being in this respect almost unique among the services of the Government, and as such it encountered during the war years its full share of the problems, common to all employers, arising out of the rapid increase in prices of all supplies, and in wages of all lines of workers.

In the following pages I have referred to the reorganization of the Printing Bureau in 1919-1920, at which the establishment was set at 705, not allowing for temporary emergencies such as sessional work, and not including the char service which was placed with the Department of Public Works. At the close of the fiscal year 1923-24 the establishment figures stood at 719, the excess being due to heavy sessional work. The months following the close of the fiscal year showed, however, a considerable decline, so that at the end of October the figures of the establishment stood at 670, substantially below the standard set at reorganization.

WAGE RATES IN PRINTING TRADES

It is to be noted that wage rates for persons employed in the mechanical branches of the Printing Bureau are regulated by section 18 of the Public Printing and Stationery Act as follows, namely:—

18. All persons employed under the provisions of the last preceding section shall continue to be paid such rates of wages as they are now respectively receiving, and in accordance with weekly, fortnightly or monthly pay-rolls audited by the accountant.

2. No increase of any such rate of wages shall be made so as to raise the rate above that which is, at the time of such increase, paid for similar work in the cities of Montreal and Toronto. 3 E. VII., c. 50, s. 4.

Some interest will attach to the movement since the year 1889 in wage rates for the different classes of mechanical workers in the Printing Bureau as shown in the following statement of weekly rates, though in a few cases no rate existed and sometimes the class itself did not exist until some years subsequent to 1889:—

SESSIONAL PAPER No. 27

WORKING HOURS

Similarly, the number of working hours per week of the different mechanical classes are indicated in the following statement:—

	Hours
From July 1, 1889, to April 30, 1896.....	54
From May 1, 1896, to August 24, 1920.....	48
(Authority, Order in Council P.C. No. 1335, April 1, 1896).	
From August 25, 1920, to July 9, 1922.....	46½
(Authority, Order in Council P.C. No. 2043, August 25, 1920).	
From July 10, 1922.....	44
(Authority, Order in Council P.C. No. 1524, July 22, 1922).	

QUESTIONS OF ECONOMY AND EFFICIENCY RAISED

Towards the close of the war there appears to have been developed in some quarters a feeling that the production of the Printing Bureau was not keeping pace with the rapidly increasing expenditure, and that the mechanical equipment had not been maintained at the requisite standard of efficiency. In March, 1918, the Government, by Order in Council, P.C. 562, instructed the Civil Service Commission to investigate all branches of the Department of Public Printing and Stationery with a view to recommending such steps as might properly be taken to promote both economy and efficiency.

On the recommendation of the Commission, Messrs. A. L. Lewis, of the Southam Press Limited, Toronto, Eugene Tarte, of La Patrie Publishing Company, Montreal, and Mr. E. F. Slack, of the Gazette Publishing Company, Montreal, were appointed to investigate conditions in the department.

In February, 1919, this committee submitted its report to the Civil Service Commission. The committee reported certain unsatisfactory conditions, and recommended that expert services be secured to continue the study and apply the necessary remedies. The Civil Service Commission thereupon retained the Industrial Engineering Department of Arthur Young and Company of Chicago to reorganize the department. The firm in question, it will be remembered, was that which had been for some time, under the authority of the Civil Service Commission, engaged in the reclassification of the entire Government service.

Overmanning being one of the apparent evils, the reorganizers had been equipped with certain powers for remedial action. It will be recalled that there was at this time no system of superannuation of any kind applying to any part of the Government service, save in the case of officials who had been in the Civil Service before 1897 and who remained under the provisions of the Superannuation Act of that date, one or two only of whom were employed in the Printing Bureau; it was therefore necessary to retain employees on the payroll or to dismiss them to what would have been in many cases utter destitution. The regulations of Council governing the proposed reorganization of the Printing Bureau provided therefore for a system of retiring gratuities and allowances based on the age and length of service of the employees retired, account being taken also of their probable earning power, and no employees were to be retired without at least two months' full pay, during which time they might have an opportunity of securing employment elsewhere. The investigation was concluded in December, 1920.

The reorganizers reported in some detail on the conditions found in the department, such as defective organization, weaknesses in administration, lack of an adequate system of production control, unsatisfactory layout of equipment and serious overstaffing in various branches. The reorganizers found also that the department had in some respects an over-supply of obsolete, or partly obsolete, equipment in the matter of type and machinery. "All branches of the department," they remark, "were overstaffed, although the overstaffing was particularly noticeable in the composing and bindery divisions. There

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were 1,171 employees on the pay-roll of the department June 1, 1919, while it was estimated that not more than 768 employees, including charwomen, were required to do the work."

REVISED ORGANIZATION

It is not practicable here to attempt to analyze the work of the reorganizers, but since the matter of reorganization has not been previously mentioned in the annual reports of the department a few pertinent paragraphs from the report may be usefully cited. The reorganization as revised is discussed briefly as follows:—

"In the revised organization the number of branches and organization units is reduced to a minimum and responsibility for the administration of department work in the respective units is definitely fixed on the few chief supervising officers. One officer, the Director and Superintendent of Printing, reports directly to the King's Printer, and he and six branch officers are responsible for all of the activities of the department, the other division heads and minor officers being responsible to the six branch chiefs.

"The revised organization is based upon an analysis of the functions of the department and probably represents the best grouping of these functions that can be made in accord with proper organization principles. General office and administrative work is definitely assigned to the Administrative Branch. Book-keeping, cost-keeping, auditing and the handling of financial transactions are definitely assigned to the Accounting Branch. The planning and execution of printing work are definitely placed in the Printing Branch. The storage and sale of stationery supplies and publications are placed with the Stationery Branch. All purchasing is assigned to the Purchasing Branch.

"Duplication of functions in the various branches is eliminated. Each branch officer of the department has full control over activities of a particular character. Overlapping in records, procedure, and administration is obviated. The simplicity of the organization makes for effectiveness in administration.

"The King's Printer is the chief administrative officer of the department, and for administrative purposes the organization lines indicated in Exhibit 1 (not here included) may be considered lines of authority radiating from the King's Printer downward through the branch heads to supervising officers and staffs in the respective divisions and sections. In reverse order these lines may be considered lines of responsibility from the staff and supervising officers of the various divisions and sections through the branch heads to the King's Printer.

"The administration of the department along the lines indicated gives confidence to officers throughout the department, ensures freedom of action in their respective divisions, facilitates the execution of instructions from superior officers, and makes it possible for the superior officers of the department to hold subordinate officers of the department definitely responsible to them for work assigned by them."

THE REDUCTION OF STAFF

On the question of reduction of staff the statement of the reorganizers is as follows:—

"The reduction in staff of the various branches and divisions of the department is shown by a comparison of the number of employees June 1, 1919, and October 20, 1920, respectively.

Branch or Division	Employees June 1, 1919	Employees Oct. 20, 1920
Administrative.....	24	13
Accounting.....	31	43
Purchasing.....	—	15
Printing.....	901	538
Composition.....	368	180
Press.....	123	86
Bindery.....	281	159
Mechanical.....	36	36
Map Engraving.....	16	16
General.....	77	61
Stationery and Distribution.....	160	94
Net Staff.....	1,116	703
Charwomen (now in Public Works Department).....	55	46
Total staff.....	1,171	749

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"The total reduction in the staff of the department is thus shown to be about 420, or a reduction of nearly 36 per cent. The reduction in the composition staff is about 50 per cent. The reduction in the staff of the Press Division is about 30 per cent. The reduction in the Bindery Division is about 42 per cent. It is evident from a study of the comparative rolls shown above that the greater proportion of the reduction in staff was made in the Composing and Bindery Divisions.

"Two of the hand composing rooms were unnecessary and seemed to exist to provide positions for the large number of compositors that were carried on the roll. The consolidation of the composing sections on one floor of the building made possible a large reduction in the composition staff. A similar situation existed in the binderies and the consolidation of various bindery sections on one floor permitted a large reduction in the staff of this Division. In the offices the largest proportion of retirements in any particular unit was effected in the Publication Division which was very greatly overstaffed.

"Fifty-five charwomen employed by the department were transferred to the Department of Public Works so that the supervision of the entire char service could be controlled by the Public Works Department. When this transfer was effected the Public Works Department reassigned only 46 charwomen, effecting thereby a reduction of 9 in this staff.

"After adjustments in staff subsequent to the October 20, 1920, staff list shown above and the filling of positions recently made vacant by resignations, the permanent staff in the various divisions and branches, exclusive of charwomen, will be about 705, distributed among the various branches and divisions as follows:—

Branch or Division	Employees
Administrative.....	11
Accounting.....	42
Purchasing.....	14
Printing.....	544
Composition.....	183
Press.....	90
Bindery.....	153
Mechanical.....	35
Map Engraving.....	16
General.....	62
Stationery and Distribution.....	94
Total.....	705

"A tabulation of the pay-roll savings resulting from reductions in staff shows a total annual saving of about \$550,000. This tabulation, however, is based upon the rates of pay to employees June 1, 1919. Since this date all printing trades and the mechanics of the department have received an increase in pay of from 10 to 12 per cent. Likewise the application of the classification to positions in the departments has resulted in an increase in the compensation of the clerical and administrative staffs of about the same percentage. In view of the fact, therefore, that if the 420 employees who have been retired or otherwise separated from the service had continued on the active pay-roll of the department they would have received similar increases, the total annual savings effected on the basis of present rates of compensation would amount to over \$600,000. To this amount should be added the cost of living bonus that would have been received by clerks and other office employees if they had continued in the service. This would amount to about \$20,000 annually.

"Any additional staff necessitated by seasonal or special peak load work should be temporary and restricted to a brief period covered by the emergency. With the staff of the department reduced to the required status it is necessary that all resignations, dismissals, or other separations from the service shall hereafter be reported to the Civil Service Commission promptly and that it shall select new appointees as expeditiously as possible. Unnecessary delays on the part of the Civil Service Commission or the department in securing replacements will, of course, affect the output of the department. It is, therefore, necessary that officers give particular attention to the filling of vacancies on the staff. The Civil Service Commission should not, however, make appointments to the department on requisitions for help except where these requisitions are for the replacement of employees who have resigned or have otherwise been separated from the service subsequent to October 15, 1920. This policy will prevent the enlargement of the staff to an unnecessary quota.

"When the reorganization was begun the Secretary of State specifically advised the Civil Service Commission and its representatives that the reorganization of the department was to be effected on a basis to accommodate the 'normal load' rather than the 'peak load.' This injunction has been followed very carefully throughout the entire reorganization. In addition, however, an effort has been made to adjust the 'peak load' and the 'slack load' to a 'normal load.' This is to be effected largely through the operation of the planning office, and the bringing in of as much of the outside printing as possible to equalize the load."

Much of the report of the reorganizers relates naturally to means adopted to secure increased output and reduced cost of production, to the types and

amount of machinery discarded in different sections and new machinery substituted, to the questions of determining the qualifications of employees and providing for retirement in certain cases, and to other matters more or less technical in nature and vital in respect to reorganization, but the passages quoted will suffice to illustrate the general nature of the report made as to conditions found and changes effected.

CHANGES IN CONTROL

As stated above the Department of Public Printing and Stationery was when established placed under the administration of the Secretary of State, and it remained under the charge of the minister holding that portfolio until June, 1921, when by Order in Council it was placed under the authority of the Minister of Labour, then the Hon. G. D. Robertson, and on the access to office on December 29, 1921, of the present administration it came in due course under the authority of yourself, as Minister of Labour.

Some changes occurred also with respect to the King's Printership. Here I may perhaps mention that prior to my own appointment in June, 1921, as King's Printer there had been since the establishment of the department in 1886 five occupants of the office, namely, Mr. Brown Chamberlin, Dr. Samuel E. Dawson, Mr. Charles H. Parmalee, Mr. Joseph de L. Tache, now General Librarian of Parliament, and Mr. Thomas Mulvey, K.C., Under-Secretary of State. Mr. Mulvey became King's Printer in 1920, while reorganization was still in progress, and held the position, without salary, in conjunction with his former and present office of Under-Secretary of State. When in 1921 this department was transferred from the authority of the Secretary of State to that of the Minister of Labour, Mr. Mulvey found it impracticable to continue to act as deputy minister of the two departments. The undersigned was at the time of the change Deputy Minister of Labour, having held that post for many years, and at the request of the then Minister of Labour undertook also the duties of the King's Printership, in so far as these could be performed conjointly with those of the position of Deputy Minister of Labour. The arrangement was not understood to be of a permanent character but its probable duration was uncertain.

Both your predecessor and yourself gave every evidence of a desire that the department should obtain the fullest benefit from the reorganization which had been carried out, and moreover, that the reorganization at certain points which had been left unfinished, should be completed. The equipment in some sections of the Printing Bureau was still far from being abreast of the requirements and of the latest labour-saving devices, and important replacements and additions have been necessary, including the addition of four linotype machines, several Miehle and other presses, and some important additions to the machinery in the Bindery branch. Some improvements in this direction are yet possible, and, in the matter of further reorganization, changes are being effected in the Stationery, Distribution and Cartage branches, whereby, with a decreased expenditure, efficiency will, it is believed, be increased.

RETIREMENT AND SUPERANNUATION MATTERS

The Public Service Retirement Act, enacted in 1920 with a view to aiding in the demobilization of various branches of the service which during the war or otherwise had become over-manned, was not at first applicable to the mechanical divisions of the Government service, but was in 1921 amended so that it became possible to utilize its provisions for the elimination in further degree of workers who because of age or ill health had been rendered unequal to efficient service, and the provisions of this statute have been of considerable

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service to the department, both as to its Civil Service and mechanical classes, in effecting certain retirements.

The total number of retirements effected under the Public Service Retirement Act down to the end of the fiscal year 1923-24, and wholly apart from those going out under the reorganization, has been 49. This figure does not of course represent an equal reduction in the pay-roll, it having been as a rule necessary to continue the positions, and the vacancies having been therefore filled by the Civil Service Commission. In a few cases it was found possible to dispense with the position by absorbing elsewhere the duties of the post abolished. In this way the situation of the department as left by the reorganizers in 1920 has been at certain points corrected and improved, the object sought being that of securing the maximum of production with the minimum of expenditure on salaries and plant. All action in this direction has been taken with the assistance and approval of the Civil Service Commission.

At the close of the fiscal year the Public Service Retirement Act was still in effect and under its own provisions was to cease to be effective on July 1. Looking somewhat beyond the close of the fiscal year it is practicable to refer to the situation resulting from action taken by Parliament during the session of 1924, both in enacting the Superannuation measure and in further extending until November 1 the life of the Public Service Retirement Act.

Since the Superannuation Act does not include within its scope others than civil servants, and this term is held not to include employees of the Government working on prevailing rates, and since the Public Service Retirement Act must now definitely cease to be effective on the above named date, November 1, it will become proper to make a final survey of the department with a view to taking immediate necessary action to secure retirement prior to November 1 of those to whom the provisions of the Public Service Retirement Act can be in the public interest applied. This action is under way at the present time and may result in effecting some further reduction in the personnel of the establishment.

INCIDENTS OF THE FISCAL YEAR

Speaking more particularly of the fiscal year 1923-24, two incidents may be specially mentioned. In the first place I would point out that the undersigned, not having found it possible after two years' experience to do effective work in the two positions of Deputy Minister of Labour and King's Printer, asked that he might be permitted to relinquish the duties of one or the other of these posts, and accordingly as from September 1, 1923, was freed from the duties of Deputy Minister of Labour, and has since that date performed only those attached to the King's Printership.

Almost co-incident with this change the Government transferred to the King's Printer the responsibility of certain duties hitherto performed by the Editorial Committee on Government Publications and relating to the supervision and control of Government publications. A Sub-Committee of Council, to be known as the Government Printing and Stationery Committee, was established, with yourself, as the Minister charged with the administration of this department, as chairman, and the governing Order in Council, P.C. 1631, August 17, 1923, provided that

Subject to the general control and supervision of the said Sub-Committee, such duties as have heretofore devolved on the Editorial Committee on Government Publications shall be in all essentials transferred to the Department of Public Printing and Stationery to be carried on under the direction of the King's Printer. Mr. Fred Cook and such officials of the said Editorial Committee on Governmental Publications as it may be deemed necessary for this purpose to retain in the public service shall, under the authority of the minister in charge of the Department of Public Printing and Stationery, assist the King's Printer in the discharge of such duties.

SUPERVISION OF GOVERNMENT PUBLICATIONS

Under the provisions of this Order in Council, Mr. Fred Cook, who had been Chairman of the Editorial Committee from its inception in 1917, was accordingly transferred to this department, and under the title of Supervisor of Government Publications was associated with the King's Printer in the performance of the duties in question.

All requisitions for printing, binding and stationery, and all manuscripts, pass through the hands of the supervisor, and if in his judgment the public interest will not suffer by changes tending to reduce the proposed expenditure, or other modification of the printing or other matter ordered, the matter is brought to the attention of the King's Printer. In the great majority of cases where alterations of requisitions have been deemed essential the changes sought have been obtained through friendly conference with the departments interested, so that references to the Sub-Committee of Council have not been numerous.

Valuable economies have in some instances resulted from action on these lines. A case may be cited in which a manuscript was received for printing at a cost of approximately \$15,000. Six or eight employees of different departments had been engaged for several weeks on the manuscript but apparently until the "copy" actually reached the King's Printer no consideration had been given to the question of cost, and when the minister of the department interested was advised of the prospective printing cost the order was immediately cancelled.

In this case much public money was saved, but unfortunately many officials had been long engaged in the work of compilation and their time proved to have been practically wasted. To obviate a like contingency in future an Order in Council was passed (P.C. 171, February 7, 1924) at the instance of the Government Printing and Stationery Committee, which lays down the following rule with regard to the preparation of publications:—

That before a department undertakes the preparation of any book, pamphlet, brochure or other publication (other than annual departmental reports), the approximate cost of which is deemed likely to exceed \$1,500, the department shall prepare a complete specification of the proposed undertaking and submit the same to the King's Printer with a request for an estimate of the cost of the same, and when the estimate has been secured the deputy minister of the department initiating the undertaking shall then, provided it is desired to go on with the publication, forward to the Secretary of the Government Printing and Stationery Committee a report setting forth the objects of the proposed publication, the scope of the work, the plan of distribution and all other information which is deemed likely to assist the committee in reaching a conclusion as to whether or not the contemplated expenditure is justifiable.

Careful scrutiny of the manuscripts of annual and other reports has led to the elimination of much matter of a duplicatory nature, and in certain instances requisitions have been withdrawn, appeal being made to the Sub-Committee of Council when any difference of view arises. In accordance with the principle laid down by the Government a price has been placed upon many reports hitherto distributed free, and prices generally have been somewhat increased. Binding requisitions from the public departments have been carefully examined, and substantial reductions have been made in the specifications. On the whole, the present policy of the Government with regard to these matters has decreased expenditure without at least impairing efficiency.

GENERAL WORK OF THE YEAR

The importance of the Printing Bureau as an industrial institution is reflected in the report of the accountant, the financial turnover being, no doubt,

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considerably larger than that of any other printing establishment in Canada. The revenue for the year reached the figure of \$3,196,678.74, and the expenditure stood at \$3,323,439.43, a total of \$6,520,118.17. These figures are by no means the largest in the history of the Printing Bureau. An examination of the records for the past ten years shows the peak year in this respect to have been 1919-20, when the combined expenditure and revenue reached the large total of \$10,429,577.99; the larger figures of that period represented the high prices of material and especially of paper, a decline from the high level beginning in 1920.

You will, of course, in considering these matters, have in mind the fact that the revenue does not constitute a fund from which monies may be drawn by the department, but is payable wholly to the Consolidated Revenue Fund of Canada, whilst the expenses incurred in the conduct of the department are met in part from monies appropriated by Parliament and in part from advances from the Consolidated Revenue Fund of Canada, authorized by the Minister of Finance in sums "not exceeding at any time two hundred thousand dollars, as the King's Printer requires to enable him to purchase material for the execution of orders given or requisitions made under the provisions of this Act, and to pay the wages of workmen engaged in the execution of such orders or requisitions, before such orders or requisitions are completed and paid for by the House of Parliament or department of Government giving them." The lines quoted are from section 42 of the Public Printing and Stationery Act.

The general work of the year is shown in the reports submitted by the different officers. Figures as to numbers of printed pages or as to different classes of work reflect only in a degree the activities and responsibilities of the department; such figures for different periods would not necessarily permit close comparison. The length of a session of Parliament materially affects the amount of printing during a given year, and since Parliamentary printing necessarily involves night work at night rates, expenditures under this head rise or fall accordingly.

PAMPHLET AND MISCELLANEOUS BOOK WORK

It is in the meantime of interest to note that the statement of pamphlet and miscellaneous work done, the largest division of the classes into which printing jobs are divided, shows no decline in recent years. A glance over reports of previous years shows the figures for this class of work for each of the past ten years to be as follows:—

Fiscal Year	Number of Copies	Number of Pages	Printed Pages
1913-14.....	2,818,827	42,494	.....
1914-15.....	4,696,290	49,492	.....
1915-16.....	6,997,740	59,164	399,944,540
1916-17.....	6,349,764	63,362	334,146,454
1917-18.....	9,710,765	58,004	346,121,958
1918-19.....	6,260,345	77,282	175,102,720
1919-20.....	6,304,517	65,109	236,526,132
1920-21.....	5,707,478	59,128	206,503,836
1921-22.....	8,739,116	97,989	316,507,989
1922-23.....	7,106,585	70,040	232,645,748
1923-24.....	8,570,498	100,917	314,217,259

WORK ON ANNUAL REPORTS

A second large and important feature of the work of the year is the printing of annual reports, and a similar test gives the following figures, the marked

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diminution in these figures in recent years being presumably a result of the policy of editorial revision inaugurated in 1917:—

Fiscal Years	Number of Copies	Number of Pages	Printed Pages
1913-14.....	231,615	33,116	.....
1914-15.....	329,175	36,218	.....
1915-16.....	325,365	39,356	210,077,404
1916-17.....	270,680	33,972	157,158,960
1917-18.....	195,624	26,482	105,261,128
1918-19.....	151,425	19,808	55,742,120
1919-20.....	140,180	17,856	40,663,880
1920-21.....	109,411	12,430	25,522,968
1921-22.....	124,921	23,668	45,527,220
1922-23.....	79,102	16,378	30,737,306
1923-24.....	65,521	15,420	20,294,640

PARLIAMENTARY PRINTING

In the tables relating to Parliamentary printing and Statutes printing comparisons would be futile since the amount of printing is determined, as stated, by the length of the session, but recent sessions have not tended to diminish in length and the volume of printing of this class does not therefore decrease. The pages of the official report of the House of Commons, commonly known as Hansard, have varied in number as follows during the past ten years:—

Fiscal Year	Number of Copies	Number of Pages	Printed Pages
1913-14.....	10,181	20,144	.....
1914-15.....	18,142	33,614	.....
1915-16.....	8,991	14,880	21,164,708
1916-17.....	8,996	17,336	21,758,950
1917-18.....	8,886	29,464	42,387,924
1918-19.....	7,461	16,332	18,226,640
1919-20.....	7,423	29,926	34,818,224
1920-21.....	6,750	25,814	27,196,542
1921-22.....	7,314	22,370	23,915,816
1922-23.....	8,360	21,378	34,182,510
1923-24.....	8,625	24,578	33,596,996

Under a practice of many years standing each volume of Hansard has included a copy of the index of the entire official report. The index of the Hansard of 1923 extended to 276 pages, and the inclusion of this large number of pages in each volume greatly increased the bulk of the official report as a whole. Moreover, the compilation of the index occupies many weeks, if not months, after the close of the session and under the system indicated the printed sections of all volumes must be withheld from the bindery until the entire index has been made and printed; thus all the volumes go of necessity almost simultaneously to the bindery, causing a considerable congestion in that branch. By printing the index simply in a separate volume there would be not only an obvious economy in expenditure on paper and press work but the work of binding would be conveniently spread over a longer period, each volume going to the bindery as it is printed. It is believed, moreover, that in the matter of reference an index volume will be found more convenient than an index printed only as an appendix to the different volumes, and you have approved the adoption of this system for the official report for the Parliamentary session of 1924.

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"CANADA GAZETTE"

The *Canada Gazette* is the only publication edited in this department. It is the official organ of the Government of Canada, and under the law receives from the public certain classes of advertising. For many years the bulk of the circulation of the *Canada Gazette* was free. The free list was severely revised two or three years ago and the complimentary and free lists are now about equal in number of names. The *Gazette* had been since Confederation issued in the form of unstitched sheets; the change in 1921 to the present practice, under which it is now delivered, neatly wired, is a natural and proper improvement. Besides the increased revenue from subscriptions the advertising business of the *Canada Gazette* has also greatly expanded during the past few years, and the balance sheet has now for several years shown a profit. A complete statement on this point appears in a chapter of the report but it may be noted that the record for the past ten years is as follows:—

Fiscal Year	Expenditure		Receipts		Loss or Gain	
	\$	cts.	\$	cts.	\$	cts.
1913-14.....	22,010	13	24,152	93	Gain	2,112 80
1914-15.....	30,884	52	19,443	49	Loss	11,441 03
1915-16.....	20,902	35	29,863	38	Gain	8,951 03
1916-17.....	20,995	67	37,562	78	"	16,567 09
1917-18.....	38,945	60	32,006	92	Loss	6,938 68
1918-19.....	36,999	92	29,413	70	"	7,586 22
1919-20.....	50,811	60	50,325	26	"	486 34
1920-21.....	43,521	06	61,481	57	Gain	17,960 51
1921-22.....	43,315	17	77,830	29	"	34,485 12
1922-23.....	38,519	52	82,847	21	"	44,327 69
1923-24.....	34,726	51	72,167	44	"	37,440 93

The subscription to the *Canada Gazette* has remained unchanged since Confederation and it is proposed to request permission from Council to increase the subscription from \$4 to \$5 from the beginning of the next publication year of the *Canada Gazette*, namely, July 1. Also, the advertising rates of the *Canada Gazette* have for many years remained unchanged, although cost of publication has more than doubled and prices of advertising in all other newspapers and journals have proportionately increased. Subscription and advertising rates of the *Official Gazette* of several provinces are conspicuously higher than those of the *Canada Gazette*, and it is proposed to advance the advertising rates also from July 1. This procedure will tend further to increase the profit side of the balance sheet.

PURCHASES OF SUPPLIES

The department is a large purchaser of supplies under three principal headings, namely: (1) Paper Supplies, (2) Stationery and Office Equipment, (3) Plant Equipment. All purchases are made through the Superintendent of Supplies, the officer appointed under section 30A added to the governing Statute by the amendment of 1919. Through the same officer all orders for work required from outside establishments, lithographing, engraving, electrotyping, binding, printing, etc., are issued. All purchases of supplies and all contracts relating to supplies are made and all work orders are placed in the manner laid down by clause 30A. In a word, formal tenders are called for in all larger transactions, and quotations are secured in other cases. In neither case is any firm or establishment known to the department as qualified to furnish the goods or work barred from tendering or quoting, and purchases are made or

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orders given only on strictly business principles, price, quality and time of delivery being the determining factors. Neither a "patronage" list or a "black" list is known to the department. Preference is naturally given to goods made in Canada and the great bulk of the purchases of the department are of Canadian manufacture, the principal exceptions being office equipment and plant machinery, as to which in some lines Canadian manufacturers or dealers offer little or no competition with those of the United States.

Not including lithographic, engraving and other work ordered from outside establishments, the total purchases for the year closed amounted to \$1,557,588.80, a slight advance on the figures for the preceding year, namely, \$1,518,910.45. Of this total the sum of \$1,404,552.67 was expended in Canada. Further details of this branch of work will be found in the report of the Superintendent of Supplies.

SALES OF WASTE PAPER

The casual revenue of the department has been materially increased during recent years by the improved returns for waste paper. The waste paper accumulated in all Government buildings in Ottawa is removed under contract with the King's Printer. This contract produced an average of \$11,000 for several years prior to the fiscal year 1922-23, when it increased to \$13,678.34. For the past fiscal year the revenue from sales of waste paper reached the figure of \$26,558.34. It is believed the returns for the fiscal year 1924-25 will approximate the same figure. Tenders for this contract are secured by advertisement.

DISTRIBUTION OF PUBLIC DOCUMENTS

The work of the Distribution Branch has grown considerably during the last year or two, although during the same period considerable reductions in the staff have been effected. The sales of all publications, other than the *Canada Gazette*, for the last three years have been respectively as follows:—

1921-22.....	\$ 34,655.67
1922-23.....	33,481.89
1923-24.....	44,171.67

There is from time to time in Parliament and in the public press discussion as to the best manner and method of distributing public documents, with criticism suggesting that over-printing and over-distribution have taken place. This department has in the past had but a slight degree of authority or responsibility with regard to the number of copies printed, this point being determined by the branch of the Government which pays for the printing; since the addition to the department of the position of Supervisor of Government Publications the King's Printer has had a more direct responsibility and authority and, as has been mentioned on a preceding page, suggestions have been made to various departments which have frequently resulted in modifications of requisitions for printing, binding, etc., by way of reduction of the matter to be printed, of the number of copies to be printed, or otherwise as conditions may permit.

Printing and distribution for the purposes of publicity are necessarily closely linked together. With regard particularly to distribution this department is, under section 22 of the Statute, charged with responsibility and authority with regard to the sale and distribution of public documents, and a Distribution Branch has long existed in the department for the purpose of performing these duties. The activities of the Distribution Branch have become quite extensive and have tended during the last two or three years to increase materially, with

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the result that the revenue of this branch for the past fiscal year has, as shown above, advanced handsomely.

It is, however, desirable to point out that the business of handling and distributing public documents has been by no means confined to this department, as the statute requires, some departments having undertaken to distribute and even to sell their publications. There are perhaps some advantages in this practice and these advantages must be weighed against the benefit which would clearly result from a central distribution office. Centralization of the sale and distribution of public documents offers the best means of acquiring an expert view as to the probable extent of the public demand for certain classes of documents, and such a view has been gathered by the officers of the Distribution Branch with regard to documents entrusted to it for distribution. There is also an obvious advantage in concentrating and developing under one executive the facilities necessary for distribution purposes rather than in having these facilities scattered among several departments. Whilst, as stated, certain of the departments have undertaken to sell certain documents the distribution by departments is as a rule of a gratuitous nature, and large numbers of documents of considerable value in this way reach the hands of persons who would, it is believed, be willing to pay a moderate fee for the same; on the other hand, there is ground for the view that many documents of this nature reach also the hands of persons who are but moderately, if at all, interested in their contents, and the abolition or the reduction of these free lists while entailing no hardship on the public would effect some reduction in printing charges.

With the approval of yourself, as Chairman of the Government Committee on Printing and Stationery, the departments doing their own distribution are being approached with a view to having them relinquish their share in the work of the sale and distribution of publications, and some of them are readily transferring the work to this department; in other cases reluctance is shown to change conditions which have existed for many years, and representations are being placed before your Committee on this subject. It is not of course impossible that conditions arising out of the work or duties of a particular department may bring some special advantages from a departmental distribution which would not result from distribution through the King's Printer. Such supposed advantages may be, however, in the nature of theory rather than fact because the alternative has not been as a rule tried, and an efficient centralization of distribution would, it is believed, speedily operate to the general advantage.

The situation of the Distribution Branch of the department is thus reasonably satisfactory. With a staff, as stated, substantially reduced below the point at which it was set at the reorganization four years ago it has extended its activities and increased its revenues so that its income for the past year was nearly \$11,000 in excess of that of any previous year.

The distribution of Government publications is, however, a field in which there is yet room for further effective work by way of reorganization and amalgamation, with probable reductions in expenditure and increases in revenue. I need not, I think, remind you that this matter has been the subject of enquiry and discussion in other countries than Canada. Investigations made by the United States Senate as to methods of distribution of public documents in that country show the existence of a vast accumulation, extending into the millions, of documents which have been printed but never removed from their wrappers, and allowed to remain in the precincts of the Senate or House of Representatives. "Even this large sum does not," says an apparently well-informed writer on the subject, "begin to cover the undoubtedly greater extravagances resulting from the distribution of many millions of other publications that were franked at Government expense to persons who had no use for or interest in such gifts

from their congressmen." The total waste of publications printed for free distribution by the various departments of the United States Government during the past ten years is placed at fully 25,000,000 copies, valued approximately at a minimum of 20 cents each, causing an annual wastage in documents unnecessarily distributed of \$500,000; this in addition to the loss on documents never distributed at all.

These figures, as indicating the situation existing in the United States, are cited simply to show that the problem involved is not confined to Canada, not to suggest that there is in Canada any loss or wastage on a similar scale. In the meantime, as stated, the methods employed in the distribution of public documents in Canada are believed to be susceptible of improvement at certain points, and the situation is being carefully examined.

NOTES

The work of the Audit Branch has during the year proceeded as in the past, save that the duties of auditing railway printing and advertising have disappeared. Sections 20 and 29 of the Public Printing and Stationery Act require in effect that accounts for any printing done by private establishments, or any stationery purchased from private establishments "for the purposes of the Intercolonial Railway or the Prince Edward Island Railway" shall be audited by the King's Printer. With the inclusion of the railways named in the system of the Canadian National Railways, the sections are no longer applicable.

I should not close these remarks without a word of appreciation of the cordial assistance which has been extended me by the administrative officers of the department. These officers have been, practically without exception, long in the service of the Printing Bureau. They possess as a rule a close and intimate acquaintance with its policy and practice in important matters, and have unhesitatingly placed the same at my service. At all points I have found evidence of a desire to advance the efficiency of the department, and to co-operate effectively with other branches in securing the same.

I am, Sir, etc.,

F. A. ACLAND,
King's Printer.

OTTAWA, October, 1924.

F. A. ACLAND, ESQ.,
King's Printer and Controller of Stationery.

SIR,—I have the honour to submit a report of the work executed for Parliament and the various departments in the Government Printing Bureau during the fiscal year ending March 31, 1924, contained in the following tabulated statements:—

1. Annual reports.
2. Supplementary reports.
3. Routine parliamentary work.
4. House of Commons and Senate Debates.
5. Statutes.
6. *Canada Gazette*.
7. Voters' lists.
8. Pamphlet and miscellaneous book-work.
9. Statement of other letterpress departmental work.
10. Half-tone plates or other insertions in annual and supplementary reports.
11. Statement of books bound.
12. Pads made.
13. Making and stamping of prepaid Post Office envelopes.
14. Die stamping of letter and note headings and envelopes.
15. Loose-leaf work.
16. Comparative statement of presswork.

In addition to the divisions of work covered by the foregoing statements, there are the map engraving and stereotyping divisions.

The work of the map engraving division consists of the engraving of maps, charts, etc., of various sizes on copper, making changes and additions to existing plates, printing transfers for lithographers, engraving and printing personal cards, and engraving plates on steel for die stamping. The cost of operating this division during the year 1923-24 amounted to \$7,997.71.

The work of the stereotyping division consists of the making of matrices and stereotype plates for printing, making alterations to existing plates, and the manufacture of some metal equipment for use in the typesetting divisions. The cost of operation for the year 1923-24 amounted to \$16,376.89.

Respectfully submitted,

P. M. DRAPER,
Director and Superintendent of Printing.

OTTAWA, August 2, 1924.

TABLE No. 1.—Annual Reports to Parliament completed during the Fiscal Year 1923-24.

Title of Document	Number of Copies	Number of Pages	Total Number of Printed Pages	Requisitioned for			Cost
				Parliament	Department	Stock	
ENGLISH							
Agriculture, 1922-23.....	5,665	108	611,830	150	5,000	165	778 79
Civil Service Commission, 1922.....	1,055	88	92,840	100	500	105	538 14
Commissioner of Patents, 1922-23.....	1,015	16	16,240	.....	500	165	47 88
Customs and Excise, 1922-23.....	1,491	712	1,061,592	306	500	335	4,336 33
Dominion Statistician, 1922-23.....	1,201	20	24,020	106	700	45	91 06
Health, 1922-23.....	3,691	60	221,460	75	3,000	266	372 45
Immigration and Colonization, 1922-23.....	1,681	72	121,032	106	1,000	225	319 53
Indian Affairs, 1922-23.....	1,211	72	87,192	106	300	455	350 50
Interior, 1923-23.....	1,306	164	214,181	150	500	306	731 00
Labour, 1922-23.....	1,586	136	215,696	156	1,000	80	682 17
Marine and Fisheries (Fisheries Branch), 1922-23.....	1,045	80	83,600	100	500	95	302 79
Mines, 1922-23.....	4,981	168	164,808	150	306	175	754 55
National Defence (Military Service), 1922-23.....	891	120	293,824	106	4,000	135	491 37
National Defence (Naval Service), 1922-23.....	751	24	106,920	100	200	241	502 81
Penitentiaries, 1922-23.....	2,031	44	89,364	106	150	145	84 56
Postmaster General, 1922-23.....	1,400	116	182,400	300	525	225	268 99
Public Accounts, 1922-23.....	1,781	194	345,514	506	600	325	884 61
Public Printing and Stationery, 1922-23.....	1,571	74	42,254	31	35	155	1,269 43
Public Works, 1922-23.....	1,076	168	180,768	206	370	150	375 84
Railway Commission, 1922.....	990	248	245,520	206	274	160	834 72
Railways and Canals, 1922-23.....	1,456	192	279,552	200	600	306	954 46
Royal Canadian Mounted Police, 1922-23.....	1,391	64	89,024	106	750	185	1,076 76
Secretary of State, 1922-23.....	787	530	417,110	50	162	225	287 35
Secretary of State for External Affairs, 1922-23.....	701	20	14,020	106	100	145	2,517 72
Soldiers' Civil Re-Establishment, 1923.....	1,896	92	172,432	100	1,300	146	124 67
Trade and Commerce, 1922-23.....	1,181	64	75,584	106	600	125	516 49
Weights and Measures, Electricity and Gas Inspection Services, 1922-23.....	1,376	68	93,568	56	800	170	265 38
							399 53
BILINGUAL							
Auditor General—Auditeur Général, 1922-23 (3 Vols.).....	2,441	3,500	8,543,500	506	1,100	335	21,931 69
Shipping—Navigation, 1922-1923.....	1,156	124	143,344	31	400	225	690 41
Trade of Canada—Commerce du Canada, 1921-22.....	2,055	1,704	3,501,720	100	1,100	355	11,478 15

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Affaires Indiennes, 1921-22.....	326	84	27,384	50	36	150	350 54
Agriculture, 1921-22.....	2,035	156	317,460	75	1,750	150	635 28
Assurances, 1921 (Vol. I).....		1,060	402,800	75	150	150	5,227 24
Assurances, 1921 (Vol. II).....	380		374,680	75	150	150	5,344 62
Chemins de fer et Canaux, 1921-22.....	330	180	59,400	25	105	150	830 97
Commission des brevets, 1922-23.....	255	16	4,080	.....	50	150	40 43
Commission des chemins de fer du Canada, 1921.....	375	288	108,000	50	75	150	1,190 50
Commission du Service civil, 1922.....	510	92	46,920	25	300	150	510 13
Comptes publics, 1922-23.....	336	194	65,184	56	50	150	868 38
Défense Nationale (Service de la Milice), 1922-23.....	261	120	31,320	25	25	150	430 60
Défense Nationale (Service Naval), 1922-23.....	291	24	6,984	60	31	150	70 38
Douanes et de l'Acetise, 1921-22.....	290	660	191,400	.....	150	50	1,906 66
Immigration et Colonisation, 1922-23.....	276	72	19,872	50	.....	150	260 03
Impressions et Papeterie publiques, 1921-22.....	260	72	18,720	10	10	150	191 70
Impressions et Papeterie publiques, 1922-23.....	253	74	18,722	18	15	150	203 34
Intérieur, 1921-22.....	360	236	84,960	50	50	150	823 50
Marine et Pêcheries (Marine), 1922-23.....	365	184	67,160	50	100	150	844 20
Marine et Pêcheries (direction des Pêcheries), 1922-23.....	361	96	34,656	56	100	150	324 14
Mines, 1921-22.....	1,255	56	70,280	25	1,000	150	324 53
Pénitenciers, 1920-21.....	305	42	12,810	25	100	150	209 25
Pénitenciers, 1921-22.....	365	48	17,520	25	100	150	206 94
Poids et mesures, de l'électricité et du gaz, 1922-23.....	416	68	28,288	25	200	150	231 38
Postes, 1922-23.....	410	116	47,560	50	125	150	278 0
Rétablissement des soldats dans la vie civile, 1922.....	335	136	52,360	50	100	150	664 93
Royale gendarmerie à cheval du Canada, 1921-22.....	315	68	21,420	25	50	150	286 20
Santé, 1921-22.....	510	56	28,560	25	250	150	211 00
Santé, 1922-23.....	546	68	37,128	25	300	150	266 70
Secrétaire d'Etat, 1922-23.....	266	530	140,980	31	.....	150	1,906 19
Secrétaire d'Etat pour les Affaires extérieures, 1921-22.....	305	20	6,100	50	25	150	81 89
Secrétaire d'Etat pour les Affaires extérieures, 1922-23.....	296	20	5,920	56	25	150	73 42
Statisticien fédéral, 1921-22.....	425	32	13,600	50	200	150	121 60
Statisticien fédéral, 1922-23.....	231	20	4,620	50	.....	150	71 71
Travail, 1921-22.....	540	124	66,960	50	250	150	542 67
Travail, 1922-23.....	516	138	71,208	56	250	150	587 51
Travaux publics, 1922-23.....	341	178	60,698	56	75	150	782 77
Totals.....	65,521	15,420	20,294,640	5,917	34,433	15,450	81,237 66
Totals (March 31, 1923).....	79,102	16,378	30,737,306	13,110	40,857	16,900	94,831 97

TABLE No. 2.—Supplementary Reports to Parliament completed during the Fiscal Year 1923-24

Title of Document	Number of Copies	Number of Pages	Total Number of Printed Pages	Requisitioned for			Cost \$ cts.
				Parliament	Department	Stock	
ENGLISH							
Mail Subsidies and Steamship Subventions, 1921-22.....	825	88	72,600	100	100	275	443 57
BILINGUAL							
Report of the Chief Electoral Officer, 1923—Rapport du Directeur général des élections, 1923.....	881	24	21,144	25	300	56	143 91
FRENCH							
Archives du Canada, 1921.....	635	466	295,910	125	.....	10	1,868 37
Subventions postales et commerciales aux paquets, 1921-22.....	260	88	22,880	25	.....	85	391 51
Totals.....	2,601	666	412,534	275	400	426	2,847 36
Totals (March 31, 1923).....	23,290	2,181	3,198,260	5,025	12,300	1,465	13,874 13

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TABLE NO. 3.—Statement showing the Routine Parliamentary Work,
Year 1923-24.

In this table and in other tables which contain a column giving the total number of printed pages, the figures in the total column coincide, as a rule, with those obtained by multiplying the number of copies by the number of pages. In some cases, however, a printing job includes different sections or series which vary as to number of copies and number of pages; the two first columns do not therefore multiply into the figures as shown in the total column, but represent the total number of pages printed. Cases of this class are denoted by an asterisk ().

Title of Document	Number of Copies	Number of Pages	Total Number of Printed Pages
Votes and Proceedings.....	1,325	864	1,144,800
Procès-verbaux.....	400	864	345,600
Orders of the Day.....	1,080	1,540	1,663,200
Feuilleton.....	†287	1,586	455,182
Senate Minutes.....	1,215	752	913,680
Procès-verbaux des Séances du Sénat.....	300	752	225,600
Public Bills.....	†1,418	706	1,001,108
Bills d'intérêt public.....	420	980	411,600
Private Bills.....	†1,475	440	649,000
Bills d'intérêt privé.....	†390	412	160,680
Third Reading Bills (Commons).....	†1,026	1,128	1,157,328
Bills en troisième lecture (Commons).....	†281	1,112	312,472
Third Reading Bills (Senate).....	†1,191	374	445,434
Bills en troisième lecture (Sénat).....	†316	378	119,448
Returns (for distribution of Sessional Papers, either or both).....	13,062	1,046	*858,328
Réponses (pour distribution ou pour insertion aux documents parlementaires ou pour l'une ou l'autre).....	3,275	544	*366,816
Divorce Cases.....	31,875	1,242	*527,850
Printing of various Committee sittings.....	124,930	6,613	*5,073,000
House of Commons Journals, 1923.....	353	768	271,104
Appendix No. 2, 1923.....	656	1,068	700,608
Appendix No. 5, 1923.....	856	1,146	980,976
Journaux de la Chambre des Communes, 1923.....	156	744	116,064
Senate Journals, 1923.....	369	642	236,898
Journaux du Sénat, 1923.....	154	640	98,560
Totals.....	186,810	26,341	18,235,336
Totals (March 31, 1923).....	150,426	25,430

†Average number of copies printed.

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TABLE No. 4.—Statement of the Work on the House of Commons and Senate Debates, Year 1923-24.

In this table and in other tables which contain a column giving the total number of printed pages, the figures in the total column coincide, as a rule, with those obtained by multiplying the number of copies by the number of pages. In some cases, however, a printing job includes different sections or series which vary as to number of copies and number of pages; the two first columns do not therefore multiply into the figures as shown in the total column, but represent the total number of pages printed. Cases of this class are denoted by an asterisk ().

Title of Document	Number of Copies	Number of Pages	Total Number of Printed Pages	Cost
House of Commons Debates—				\$ cts.
Unrevised Edition (English).....	†5,142	4,546	*23,120,950	20,034 71
Unrevised Edition (French).....	†652	4,076	*2,574,600	13,559 17
Revised Edition, 1923, 5 Vols. (English).....	600	6,182	3,709,200	10,559 32
Revised Edition, 1923, 5 Vols. (French).....	150	5,024	753,600	5,619 01
Senate Debates—				
Unrevised Edition (English).....	†1,432	1,312	*2,659,500	3,956 53
Unrevised Edition (French).....	†150	716	*104,240	2,276 98
Revised Edition, 1923 (English).....	374	1,344	502 656	1 850 35
Revised Edition, 1923 (French).....	125	1,378	172,250	3,658 53
Totals.....	8,625	24,578	33,596,996	61,514 60
Totals (March 31, 1923).....	8,360	21,378	34,182,510	64,892 45
Speeches: Extra copies ordered by Members and Senators.....	148,165	1,536	*2,101,990	1,862 42
Speeches: (March 31, 1923).....	153,930	1,874	1,512,420	1,497 16

†Average number of copies printed.

TABLE No. 5.—Statement of the work on the Statutes, Year 1923-24.

—	Number of Copies	Number of Pages	Total Number of Printed Pages	Cost
THE STATUTES				\$ cts.
Volumes I-II, 1923 (English).....	4,550	818	3,721,900	6,050 41
Volumes I-II, 1923 (French).....	615	822	505,530	2,457 33
Totals.....	5,165	1,640	4,227,430	8,507 74
Totals (March 31, 1923).....	5,100	1,226	3,091,200	8,405 36

TABLE No. 6.—Statement of the work on the *Canada Gazette* for the Fiscal Year 1923-24.

—	Aggregate Annual Issue	Number of Pages in Volume
<i>Canada Gazette</i>	110,490	4,878
Supplements.....	36,345	298
Extras.....	46,725	148
Totals.....	193,560	5,324
Totals (March 31, 1923).....	173,045	6,376

TABLE No. 7.—Voters' Lists. (None printed in 1923-24.)

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TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24.

In this table and in other tables which contain a column giving the total number of printed pages, the figures in the total column coincide, as a rule, with those obtained by multiplying the number of copies by the number of pages. In some cases, however, a printing job includes different sections or series which vary as to number of copies and number of pages; the two first columns do not therefore multiply into the figures as shown in the total column, but represent the total number of pages printed. Cases of this class are denoted by an asterisk().

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
<i>Advisory Research Council—</i>			
ENGLISH			
The Discoloration, Smut, or Blackening of Canned Lobster (Report No. 12).....	1,000	40	40,000
The Utilization of the Low Grade Iron Ores of Canada (Report No. 14).....	2,006	56	112,336
Report of the Administrative Chairman of the Honorary Advisory Council for Scientific and Industrial Research of Canada, 1922-23.....	2,006	56	112,336
<i>Agriculture—</i>			
ENGLISH			
The Dairy Produce Act and Regulations.....	5,000	12	60,000
Early laying—Its Economic Significance.....	100	8	800
Report of the Veterinary Director General, 1921-22.....	7,000	48	336,000
Simple Methods for the Storage of Ice (Pamphlet No. 2—New Series).....	25,000	8	200,000
Annual Review of the Live Stock Market and Meat Trade Situation, 1922 (Pamphlet No. 34—New Series).....	5,040	72	362,880
Root Maggots and their Control (Pamphlet No. 32—New Series).....	10,000	8	80,000
Wireworm Control (Pamphlet No. 33—New Series).....	7,000	8	56,000
Co-operation in Marketing Poultry Products (Bulletin No. 25—New Series).....	10,000	16	160,000
The Root Vegetables Act, 1922.....	20,000	16	320,000
Fox Ranching in Canada (Bulletin No. 12—New Series).....	8,000	40	320,000
An Act respecting the Testing, Inspection and Sale of Seeds, 1922..	900	8	7,200
Minutes of Proceedings and Evidence—Special Committee appointed to inquire into Agricultural Conditions.....	1,000	36	36,000
The Canadian Record of Performance for Pure-Bred Poultry, 1921-22—Regulations, Standards and Records of Fowls Qualified for Certificates (Report No. 3).....	14,150	80	1,132,000
Representative Express Rates on Fruits and Vegetables (Fruit Transportation Bulletin No. 31).....	6,000	8	48,000
Canadian Dairying.....	5,006	32	160,192
Fruit and Vegetables Canning, Drying and Storing.....	20,100	20	402,000
Regulations respecting the Grading and Marking of Eggs.....	50,500	8	404,000
Dehorn your Commercial Cattle—Cater to Higher Market Prices (Pamphlet No. 15—New Series).....	50,000	8	400,000
The Care of Cream for Buttermaking (Pamphlet No. 37—New Series).....	25,000	8	200,000
Biological Notes on Parasites of Prairie Cutworms (Bulletin No. 26—New Series).....	2,000	40	80,000
The Feeding Stuffs Act with Amendments and Regulations (No. 10).....	7,506	24	180,144
Report of the Dominion Entomologist, 1919 and 1920.....	4,500	40	180,000
Canadian Grown Apples—Delight in every bite.....	50,100	24	1,202,400
The Seeds Act, 1923—Acts, Orders and Regulations (No. 11).....	15,176	32	485,632
Why and How to Use Milk (Pamphlet No. 36—New Series).....	25,000	32	800,000
Federal Assistance to Hog Breeding—The Boar Premium Policy for Swine Clubs.....	10,006	8	80,048
Marge in Horses, Cattle and Sheep (Bulletin No. 31—New Series).....	7,006	12	84,072
The Fertilizers Act, 1922—Acts, Orders and Regulations (No. 9).....	5,006	20	100,120
The Origin and Quality of Commercial Live Stock Marketed in Canada, 1920-21-22 (Report No. 3).....	5,020	112	562,240
Regulations respecting the Grading and Marking of Eggs.....	50,000	8	400,000
Bull Loaning Policy (Booklet No. 5).....	10,006	24	240,144
Some Pathological Phases of Bovine Reproduction.....	100	16	1,600
Carried forward.....	466,234	988	9,346,14

TABLE NO. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	466,234	988	9,346,144
<i>Agriculture—Continued</i>			
<i>ENGLISH—Concluded</i>			
The Fruit Act and Regulations—Acts, Orders and Regulations (No. 7).....	35,050	24	841,200
Dairying in New Zealand and Australia (Bulletin No. 34—New Series).....	26,094	36	939,384
General Regulations under the Destructive Insect and Pest Act..	500	16	8,000
Potato Crop Report, November, 1923.....	10,106	16	161,696
The Egg Case Plan (Pamphlet No. 8—Poultry Division).....	10,000	16	160,000
Manitoba Approved Flocks (Pamphlet No. 25—New Series).....	57,100	12	685,200
Live Stock Shippers' Guide—How to Move Commercial and Exhibition Stock (Pamphlet No. 38—New Series).....	50,700	8	405,600
The Destructive Insect and Pest Act and Regulations thereunder—Acts, Orders and Regulations (No. 8).....	10,006	20	200,120
Proceedings of the Fourteenth and Fifteenth Annual Meetings of the Association of Official Seed Analysts of North America ..	1,006	152	152,912
Seed, Feed and Fertilizer Markets—Eastern Canada Edition.....	35,036	112	*320,336
The Dairy Industry Act, 1914, as Amended in 1923—Acts, Orders and Regulations (No. 13).....	10,006	20	200,120
Boys' Cattle Breeding Club Policy, 1923—Acts, Orders and Regulations (No. 12).....	5,006	32	160,192
The Maple Sugar Industry (Bulletin No. 30—New Series).....	10,056	44	442,464
Directions for Collecting and Preserving Insects (Pamphlet No. 14—New Series).....	5,006	16	80,096
Canadian Dairying.....	50,150	32	1,604,800
The Canadian Record of Performance for Pure-Bred Dairy Cattle—Regulations, Standards and Records of Cows Qualified for Registration (Report No. 15).....	14,050	120	1,686,000
North American Cerambycide Larvæ—A Classification and the Biology of North American Cerambycid Larvæ (Bulletin No. 27—New Series).....	2,000	264	528,000
Insects affecting Live Stock (Bulletin No. 29—New Series).....	15,000	32	480,000
The Western Wheat-Stem Sawfly and Its Control (Pamphlet No. 6—New Series).....	10,000	8	80,000
Handbook on the Bacon and Hog Grading (Pamphlet No. 40—New Series).....	50,056	24	1,201,344
Federal Assistance to Horse Breeding.....	15,000	32	480,000
Fertilizer Samples, 1922-23 (Pamphlet No. 41—(New Series).....	4,006	32	128,192
Aphids or Plant Lice (Pamphlet No. 31—New Series).....	5,006	8	40,048
List of Publications, 1924 (Pamphlet No. 42—New Series).....	30,006	12	360,072
Canadian Wheat and Wheat Flour.....	50,006	32	1,600,192
Bulletin of the Canadian Tuberculosis Association.....	90,018	24	*720,144
Fruit and Vegetable Crop Report.....	46,600	100	*932,000
The Agricultural Gazette.....	44,812	632	*4,721,344
<i>FRENCH</i>			
La loi des produits laitiers et règlements.....	5,000	12	60,000
Comment conserver la glace—Simple moyens (feuilleton No. 2—nouvelle série).....	5,000	8	40,000
Station expérimentale, Kentville, N.-E.—Rapport intérimaire du régisseur, 1921.....	1,500	84	126,000
Loi concernant l'essai, l'inspection et la vente des semences.....	500	12	6,000
La loi des fruits et règlements.....	8,000	32	256,000
L'industrie laitière au Canada.....	4,506	64	*144,192
Loi des engrais chimiques, 1922—Lois, arrêtés et règlements (No. 9).....	2,006	24	48,144
Règlements concernant le classement et le marquage des oeufs... ..	10,000	8	80,000
L'essai du lait, de la crème et des sous-produits du lait au moyen du procédé Babcock (bulletin No 14—nouvelle série).....	2,000	48	96,000
Loi des insectes et des fléaux destructeurs et règlements établis sous son empire.....	3,006	24	72,144
Carried forward.....	1,200,134	3,180	29,594,080

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TABLE NO. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24.—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	1,200,134	3,180	29,594,080
<i>Agriculture—Concluded</i>			
FRENCH— <i>Concluded</i>			
La loi des produits alimentaires pour les animaux avec amende- ments et règlements (n° 10).....	2,006	24	48,144
Assistance fédérale à l'élevage des porcs—Offre de primes pour verrats aux cercles d'éleveurs de porcs.....	5,006	8	40,048
L'industrie laitière en Nouvelle-Zélande et en Australie (bulletin n° 31—nouvelle série).....	15,006	36	540,216
Le système des cercles de jeunes éleveurs de bétail, 1923—Lois, arrêtés et règlements (n° 12).....	3,006	32	96,192
La loi des semences, 1923, et règlements établis par le ministre de l'Agriculture—Lois, arrêtés et règlements (n° 11).....	5,006	32	160,192
L'alimentation et le logement des porcs (feuille n° 22).....	5,006	16	80,096
Loi concernant l'industrie laitière, 1914—Amendée en 1923.....	5,006	20	100,120
Taureaux de race pure—Conditions auxquelles ils sont prêtés par la division de l'industrie animale (livret n° 5).....	5,006	24	120,144
Insectes qui nuisent aux plantes de serre (bulletin n° 7—nouvelle série).....	2,000	64	128,000
La gale des chevaux, des boeufs et des moutons (bulletin n° 31— nouvelle série).....	2,006	16	32,096
Rapport sur la récolte des fruits et des léguminees.....	1,500	24	*9,600
Bulletin de l'Association Canadienne Antituberculeuse.....	16,018	32	*128,144
<i>Archives—</i>			
ENGLISH			
Report of the Royal Commission appointed to Inquire into the State of the Records of the Public Departments of the Dominion of Canada (1912).....	106	16	1,696
<i>Auditor General—</i>			
BILINGUAL			
Auditor General's Report—Rapport de l'Auditeur Général, 1922-23 (Published in separate parts).....	50	3,436	171,800
<i>Canada Gazette—</i>			
ENGLISH			
Index to the <i>Canada Gazette</i> , 1922-23.....	2,325	84	195,300
<i>Chief Electoral Officer—</i>			
ENGLISH			
Dominion Elections Act—Election Instructions for all Election Officers (Book A), June 30, 1923.....	6,500	248	1,612,000
FRENCH			
Lois des élections fédérales—Instructions électorales pour tous les officiers d'élection (cahier A), 30 juin 1923.....	2,500	260	650,000
<i>Civil Service Commission—</i>			
ENGLISH			
Information respecting Civil Service Examination (Pamphlet A).. First and Final Reports of the Special Committee appointed to inquire into the Operation of Chapter 12, 8-9 George V, An Act respecting the Civil Service of Canada, etc.....	3,000	16	48,000
Civil Service Regulations, December 10, 1923.....	600	32	*9,600
The Classification of the Civil Service of Canada—Revised to September 1, 1923.....	1,000	24	24,000
Civil Service Regulations.....	71	348	24,708
	1,000	24	24,000
Carried forward.....	1,283,858	7,996	33,838,176

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	1,283,858	7,996	33,838,176
<i>Civil Service Commission—Concluded</i>			
FRENCH			
Renseignements concernant les examens du service civil (brochure A).....	3,000	16	48,000
Règlements du service civil, 10 décembre 1923.....	506	32	16,192
<i>Customs and Excise—</i>			
ENGLISH			
List of Ports with Outports, Preventive and Collecting Stations and Licensed Air Harbours—Corrected to April 2, 1923.....	2,000	48	96,000
Official List of Licensed Manufacturers, 1923-24.....	2,000	80	160,000
Customs—Excise Inspection Districts (Circular No. 271C).....	2,000	20	40,000
The Special War Revenue Act, 1915—As in force on and after January 1, 1924—Office Consolidation.....	50,492	64	*1,615,744
Financial Report, 1921-22.....	100	258	25,800
Statement of Customs, Excise, Revenue and Other Services by Ports, Out ports and Stations (No. 9).....	125	32	4,000
Proposed Draft of Regulations re Consumption on Sales Tax.....	1,000	8	8,000
The Customs Act (Office Consolidation).....	2,000	96	192,000
Customs Statistical Classification—Imports—In effect April 1, 1924.....	6,500	96	624,000
Memorandum No. 32.....	5,000	16	80,000
Memorandum No. 32—Revised.....	3,000	28	84,000
Memorandum No. 32—Revised.....	15,100	32	483,200
Memorandum No. 36.....	12,050	64	*385,600
Memorandum No. 39.....	28,000	44	*364,000
Memorandum No. 41.....	9,000	8	72,000
FRENCH			
Arrêtés en conseil et règlements refondus touchant les manufactures-entrepôts, 16 octobre 1922 (circulaire n° 226C).....	2,000	32	64,000
Loi spéciale des revenus de guerre, 1915—Telle qu'elle sera mise en vigueur dès et à compter du 1er janvier 1924 (Codification à l'usage du bureau).....	8,066	36	290,376
Mémoire n° 32.....	3,000	16	48,000
Mémoire n° 32.....	2,000	32	64,000
Mémoire n° 39.....	3,000	16	48,000
<i>Experimental Farms—</i>			
ENGLISH			
Experimental Station, Scott, Sask.—Report of the Superintendent, 1922.....	12,000	88	1,056,000
Experimental Station, Lennoxville, Que.—Report of the Superintendent, 1922.....	15,135	56	847,560
Experimental Station, Lethbridge, Alta.—Report of the Superintendent, 1922.....	16,025	80	1,282,000
Experimental Station, Invermere, B.C.—Report of the Superintendent, 1922.....	10,000	40	400,000
Experimental Station, Morden, Man.—Report of the Superintendent, 1922.....	10,000	80	800,000
Experimental Station, Swift Current, Sask.—Report of the Superintendent, 1922.....	7,500	24	180,000
Experimental Station, Lacombe, Alta.—Report of the Superintendent, 1922.....	18,000	112	2,016,000
Experimental Station, Charlottetown, P.E.I.—Report of the Superintendent, 1922.....	8,000	64	512,000
Experimental Station, Rosthern, Sask.—Report of the Superintendent, 1922.....	10,075	56	564,200
Carried forward.....	1,550,532	9,670	46,308,849

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TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	1,550,532	9,670	46,308,849
<i>Experimental Farms—Continued.</i>			
<i>ENGLISH—Continued</i>			
Experimental Station, Fredericton, N.B.—Report of the Superintendent, 1922.....	8,000	80	640,000
Experimental Station, Sidney, B.C.—Report of the Superintendent, 1922.....	4,000	80	320,000
Experimental Station, Summerland, B.C.—Report of the Superintendent, 1922.....	10,050	96	964,800
Experimental Station, Kentville, N.S.—Report of the Superintendent, 1922.....	7,506	84	630,504
Experimental Station, Cap Rouge, Que.—Report of the Superintendent, 1922.....	4,006	84	336,504
Experimental Station, Kapuskasing, Ont.—Report of the Superintendent, 1922.....	7,500	96	720,000
Experimental Station, Ste. Anne de la Pocatière, Que.—Report of the Superintendent, 1922.....	3,006	40	120,240
Experimental Farm, Brandon, Man.—Report of the Superintendent, 1922.....	7,000	120	840,000
Experimental Farm, Agassiz, B.C.—Report of the Superintendent, 1922.....	12,200	64	780,800
Experimental Farm, Nappan, N.S.—Report of the Superintendent, 1922.....	10,050	96	964,800
Dominion Experimental Farms—Report of the Division of Forage Plants, 1922.....	9,000	44	396,000
Dominion Experimental Farms—Division of Economic Fibre Production—Report of the Chief Officer, 1921 and 1922.....	5,000	12	60,000
Dominion Experimental Farms—Report of the Director, 1922-23.....	15,012	84	1,261,008
Dominion Experimental Farms—Tobacco Division—Report of the Officer in Charge, 1922.....	10,000	64	640,000
Experimental Sub-Sections: Beaverlodge, Alta., Fort Vermilion, Alta., Salmon Arm, B.C., Betsiamites, Que., Fort Smith, N.W.T., Fort Resolution, N.W.T., Fort Providence, N.W.T., Swede Creek, Yukon—Reports of the Experimentalists in Charge, 1922.....	7,006	136	952,816
Report of the Chief Supervisor on the Illustration Stations in Quebec, New Brunswick and Nova Scotia, 1922.....	15,000	48	720,000
Report of the Dominion Apiarist, 1922.....	10,000	16	160,000
Report of the Dominion Cerealists, 1922.....	10,000	16	160,000
Report of the Chief Supervisor on the Illustration Stations in British Columbia, Alberta and Saskatchewan, 1922.....	15,100	40	604,000
Report of the Dominion Poultry Husbandman, 1922.....	15,006	32	480,192
Report of the Dominion Horticulturist, 1922.....	15,100	48	724,800
Report of the Dominion Field Husbandman, 1922.....	20,000	24	480,000
Report of the Dominion Botanist, 1921-22.....	10,000	80	800,000
Hardy Roses—Their Culture in Canada (Bulletin No. 17—New Series).....	2,000	32	64,000
Modern Orchard Practices (Bulletin No. 18—New Series).....	25,000	48	1,200,000
The Cranberry Industry—Its Possibilities in Canada (Bulletin No. 19—New Series).....	6,000	28	168,000
Alkali Soils—Their Nature and Reclamation (Bulletin No. 21—New Series).....	5,000	12	60,000
Western Prairie Soils—Their Nature and Composition (Bulletin No. 22—New Series).....	15,165	24	363,960
The Best Varieties of Grain (Pamphlet No. 11—New Series).....	15,100	16	241,600
Soil Fertility—Its Economic Maintenance and Increase (Bulletin No. 23—New Series).....	5,000	16	80,000
Diseases of Plums and their Control (Circular No. 15).....	5,000	8	40,000
Silage and Silo Construction for the Maritime Provinces (Pamphlet No. 35—New Series).....	14,000	24	336,000
Rabbits (Bulletin No. 28—New Series).....	25,000	24	600,000
How Should Canada Export Cattle? (Pamphlet No. 39—New Series).....	2,006	24	48,144
Carried forward.....	1,899,345	11,410	63,267,016

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	1,899,345	11,410	63,267,016
<i>Experimental Farms—Continued.</i>			
ENGLISH— <i>Concluded</i>			
Medicinal Plants and their Cultivation in Canada (Bulletin No. 36— New Series).....	4,006	32	128,192
Ventilation of Farm Buildings (Bulletin No. 78).....	5,006	32	160,192
Bees and How to Keep Them (Bulletin No. 33—New Series).....	25,040	64	1,602,560
Complete Index to Seasonable Hints, March, 1915, to November, 1923.....	12,006	8	96,048
Animal Husbandry Division, 1922.....	14,006	56	784,336
Finishing Steers for Market in Northwestern Saskatchewan (Pamphlet No. 17—New Series).....	15,006	8	120,048
Seasonable Hints.....	1,363,787	171	*21,820,592
A			
FRENCH			
Ferme expérimentale, Brandon, Man.—Rapport préliminaire du régisseur, 1921.....	4,000	100	400,000
Ferme expérimentale, Nappan, N.-E.—Rapport du régisseur, 1922..	1,506	96	144,576
Fermes expérimentales fédérales—Rapport du directeur, 1921-22..	5,000	40	200,000
Sous-stations expérimentales: Beaverlodge, Alta. Fort Vermilion, Alta, Grouard, Alta, Fort Smith, T.N.-O., Fort Resolution, T.N.-O., Swede Creek, Yukon et Salmon, C.-B.—Rapports préliminaires des expérimentateurs, 1921.....	2,000	152	304,000
Station expérimentale, Brandon, Man.—Rapport du régisseur, 1922..	506	130	65,780
Station expérimentale de Lennoxville, Qué.—Rapport du régisseur, 1922.....	6,000	56	336,000
Station expérimentale, Scott, Sask.—Rapport du régisseur, 1922..	500	96	48,000
Station expérimentale, Charlottetown, I.P.-E.—Rapport du régis- seur, 1922.....	1,106	64	70,784
Station expérimentale, Lethbridge, Alta.—Rapport du régisseur, 1922.....	1,000	80	80,000
Station expérimentale, Cap Rouge, Qué.—Rapport du régisseur, 1922.....	15,006	96	1,440,576
Station expérimentale de Kapuskasing, Ont.—Rapport du régisseur, 1922.....	2,500	90	225,000
Station expérimentale, Lacombe, Alta.—Rapport du régisseur, 1922..	1,000	120	120,000
Service de l'exploitation animale—Rapport préliminaire de l'éleveur du Dominion, 1921-22.....	5,000	80	400,000
Les sols alcalins—Leur nature et leur assainissement (bulletin n° 21— nouvelle série).....	1,000	12	12,000
Les meilleures variétés de grain (feuillelet n° 11—nouvelle série)....	5,000	16	80,000
Aliments de la ferme (bulletin 24—nouvelle série).....	3,000	56	168,000
La préparation des produits de la basse-cour pour la vente (feuillelet n° 20—nouvelle série).....	10,000	32	320,000
Sols des prairies de l'Ouest—Leur nature et leur composition (feuille- let n° 22—nouvelle série).....	2,000	32	64,000
Rapport préliminaire du chimiste du Dominion, 1912-22.....	3,000	144	432,000
Le fromage Meilleur (feuillelet n° 27—nouvelle série).....	5,000	8	40,000
L'engraissement des bœufs dans l'île du Prince-Edouard, 1912-1922 (feuillelet n° 23—nouvelle série).....	1,500	16	24,000
L'exploitation du verger par les pratiques modernes (feuillelet n° 18— nouvelle série).....	10,000	48	480,000
La fertilité du sol—Moyens économiques de la maintenir et de l'augmenter (bulletin n° 23—nouvelle série).....	2,000	16	32,000
La lapin (bulletin n° 28—nouvelle série).....	10,000	24	240,000
Pigeons (bulletin n° 15—nouvelle série).....	4,000	24	96,000
Nouvelles variétés et sélections de grains créées sur les fermes expé- rimentales fédérales (bulletin n° 11—nouvelle série).....	3,000	16	48,000
Roses rustiques et leur culture au Canada (bulletin n° 17—nouvelle série).....	7,500	32	240,000
Carried forward.....	3,450,326	13,457	94,089,700

SESSIONAL PAPER No. 27

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	3,450,326	13,457	94,089,700
<i>Experimental Farm—Concluded</i>			
FRENCH— <i>Concluded</i>			
L'ensilage et la construction des silos dans les provinces maritimes (feuillet n° 35—nouvelle série).....	3,000	28	84,000
Stations de démonstration de Québec, Nouveau-Brunswick et Nouvelle-Ecosse—Rapport du surveillant en chef, 1922.....	6,000	52	312,000
Stations de démonstration en Colombie-Britannique, Alberta et Saskatchewan—Rapport du surveillant en chef, 1922.....	1,000	44	44,000
Maladies du prunier et moyens de les prévenir (circulaire n° 15).....	1,500	8	12,000
Rapport du céréaliste du Dominion, 1922.....	2,500	16	40,000
Rapport du service des plantes fourragères, 1922.....	2,506	48	120,283
Rapport de l'agriculteur du Dominion, 1922.....	6,006	24	144,144
Conseils pour la saison.....	263,412	96	*4,214,592
<i>External Affairs—</i>			
ENGLISH			
Confidential documents.....	525	490	*12,250
<i>Finance—</i>			
ENGLISH			
An Act to authorize the levying of a War Tax upon certain incomes	3,000	12	36,000
Superannuations, Judges' Salaries and Pensions.....	25	36	900
Estimates of Canada, Further Supplementary, 1922-23 and 1923-24	300	10	3,000
Budget Speech, 1923.....	7,000	48	*168,000
An Act granting to His Majesty certain sums of money for the public service of the financial years ending respectively the 31st March 1923, and the 31st March, 1924.....	100	100	10,000
Estimates of Canada, Further Supplementary, 1923-24.....	500	20	10,000
List of Lost, Stolen and Destroyed 1918 Five-Year Victory Loan Bonds, maturing November 1, 1923.....	10,125	24	243,000
List of Lost, Stolen and Destroyed 1918 Five-Year Victory Loan Bonds, maturing November 1, 1923.....	14,762	16	236,192
List of Lost, Stolen and Destroyed War Loan, Victory Loan Bonds and Canadian Bonds issued at New York—Revised to June 15, 1923.....	15,000	32	480,000
List of Lost, Stolen and Destroyed War Loan, Victory Loan Bonds and Canadian Bonds issued at New York—Revised to February 1, 1924.....	11,056	32	353,792
Appendix to the Sixtieth Volume of the Journals of the House of Commons, January-June Session, 1923.....	103	1,060	109,180
Estimates of Canada, 1924-25.....	700	112	78,400
FRENCH			
Règlements concernant les bons du Canada.....	5,000	8	40,000
<i>Health—</i>			
ENGLISH			
Sanitation—Sewage Treatment for Isolated Houses and Small Institutions where Municipal Sewage System is not Available—Publication n° 1.....	15,000	64	*480,000
Sanitation (Water Supplies)—Safe Water Supplies for Isolated Houses and Institutions where Municipal System is not Available (Publication n° 17).....	15,040	48	721,920
Sanitation—Safe Water Supplies for Isolated Houses and Small Institutions where Municipal System is not Available (Publication n° 18).....	15,100	36	543,600
Carried forward.....	3,849,586	15,921	102,586,958

TABLE NO. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	3,849,586	15,921	102,586,958
<i>Health—Continued.</i>			
ENGLISH— <i>Concluded</i>			
Proceedings of the Canadian Association of Child Protection Officer, September 27-30, 1922.....	400	104	41,600
What You Should Know about Tuberculosis.....	25,000	20	500,000
Canadian Agencies for the Diagnosis and Treatment of Tubercu- losis.....	32,000	8	256,000
An Act respecting Food and Drugs.....	5,000	12	60,000
Suggested Amendments to the Juvenile Delinquents Act.....	100	12	1,200
Report of the Department of Health, 1921-22.....	400	48	19,200
An Act to prohibit the improper use of Opium and other Drugs....	7,000	12	84,000
Quarantine Regulations.....	5,000	56	280,000
Regulations concerning Water for Drinking and Culinary Purposes on Vessels Navigating on the Great Lakes and Inland Waters....	2,000	8	16,000
Abstracts of Current Venereal Disease Literature—			
Special Number.....	10,000	24	240,000
Abstract No. 13.....	2,500	20	50,000
Abstract No. 14.....	2,500	24	60,000
Abstract No. 15.....	2,506	24	60,144
Abstract No. 16.....	2,506	20	50,120
Abstract No. 17.....	2,506	12	30,072
Abstract No. 18.....	9,006	24	216,144
Abstract No. 19.....	8,506	20	170,120
Abstract No. 20.....	6,706	16	107,296
Abstract No. 21.....	6,806	32	217,792
Abstract No. 22.....	6,809	20	136,180
Abstract No. 23.....	8,506	24	204,144
Information for Men—Syphilis and Gonorrhœa (Publication No. 24)	20,000	8	160,000
Information for Young Women about Sex Hygiene (Publication No. 25).....	25,000	8	200,000
Information for Parents—Teaching of Sex Hygiene to Children (Publication No. 26).....	20,000	8	160,000
Memorandum of the Proprietary of Patent Medicine Act.....	5,006	16	80,096
Venereal Diseases—Appendix to Diagnosis and Treatment (Publi- cation No. 28).....	15,256	24	366,144
Prevention of Blindness in Babies (Publication No. 27).....	10,006	4	40,024
Simple Goitre—A Summary of Facts for the Physician (Publi- cation No. 29).....	10,006	8	80,048
What You should know about Tuberculosis (Publication No. 31).	25,006	20	500,120
The Little Blue Books (The Mother's Series)—			
The Canadian Mother's Book—Publication No. 1.....	100,406	272	*13,655,216
How to take care of the Baby—Publication No. 3.....	25,006	30	750,180
How to take care of the Mother—Publication No. 4.....	25,006	24	600,144
How to care take of the Children—Publication No. 5.....	25,131	40	1,005,240
How to take care of Household Waste—Publication No. 15....	25,156	8	201,248
Supplement to the Canadian Mother's Book—No. 1.....	1,000	24	24,000
Supplement to the Canadian Mother's Book (For use in Outpost Homes only).....	5,006	24	120,144
The Little Blue Books (Home Series)—			
Beginning a Home in Canada—Publication No. 7.....	25,156	20	503,120
How to build the Canadian House—Publication No. 8.....	25,006	16	400,096
How to make our Canadian Home—Publication No. 9.....	25,156	48	1,207,488
How to make Outpost Homes in Canada—Publication No. 10	50,018	52	*1,300,312
How to avoid Accidents and give First Aid—Publication No. 11.....	25,006	24	600,144
How we cook in Canada—Publication No. 13.....	25,202	52	1,310,504
How to manage Household in Canada—Publication No. 14....	25,006	48	1,200,288
Household Cost Accounting in Canada—Publication No. 16....	25,006	36	900,216
The Little Blue Books (Household Series)—Canadian Need Milk— Publication No. 12.....	25,006	12	300,072
Carried forward.....	4,582,896	17,287	131,051,814

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TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	4,582,896	17,287	131,051,814
<i>Health—Concluded.</i>			
FRENCH			
Loi concernant les aliments et les drogues.....	4,000	12	48,000
Loi à l'effet de prohiber l'usage illicite de l'opium et autres drogues	3,000	12	36,000
Renseignements pour les hommes—Syphilis et blennorrhagie—publication n° 24.....	15,006	8	120,048
Renseignements pour les jeunes filles sur l'hygiène sexuelle—publication n° 25.....	15,006	8	120,048
Renseignements pour les parents—L'enseignement de l'hygiène sexuelle aux enfants—publication n° 26.....	15,006	8	120,048
Maladie vénériennes—Circulaire générale de renseignements sur ces maladies—publication n° 20.....	15,006	8	120,048
Maladies vénériennes—Réaction de Wassermann—publication n° 21..	15,006	16	240,096
Maladies vénériennes—Diagnostic et traitement—publication n° 23..	15,006	40	600,240
Maladies vénériennes—Examen microscopique—publication n° 22....	15,006	8	120,048
Règlements de quarantaine.....	2,000	68	136,000
Hygiène—Traitement des matières souillées dans les maisons isolées et dans les petits établissements dépourvus d'égout municipal—publication n° 1.....	7,006	36	252,216
Mémoire concernant la loi des médicaments brevetés ou "Proprietary".....	3,006	16	48,096
Ce que chacun devrait savoir concernant la tuberculose—publication N° 31.....	25,071	20	501,420
Les petits livres bleus (collection maternelle)—Le livre des mères canadiennes (n° 2).....	50,050	180	9,009,000
<i>House of Commons—</i>			
ENGLISH			
Estimates of Canada, 1924-25.....	1,106	112	123,872
Canada Gazette extra.....	500	4	2,000
Press Gallery Chansons and Parliamentary Parodies.....	600	24	14,400
Notices of Motions of Proposed Amendments to Bill No. 83, An Act respecting Banks and Banking—3rd Edition.....	150	24	3,600
Further Proposed Amendments to Bill No. 83—2nd Edition.....	150	8	1,200
Estimates of Canada, Further Supplementary, 1922-23 and 1923-24	1,100	10	11,000
Report of the Board of Grain Commissioners for Canada, August 31, 1922.....	100	58	5,800
Annual Report of the Secretary of the Empire Parliamentary Association (Canadian Branch).....	400	8	3,200
Memorandum on the Amendments made by Bill 83 of the House of Commons to the Bank Act, 1913.....	650	40	*5,000
Report of the Board of Pension Commissioners for Canada, 1922-23	100	36	3,600
Estimates of Canada, Further Supplementary 1923-24.....	1,100	20	22,000
Index to the Sixtieth Volume of the Journals of the House of Commons.....	41	72	2,952
Report of the Superintendent of Insurance, 1922 (Vol. I).....	50	1,164	58,200
Report of the Superintendent of Insurance, 1922 (Vol. II).....	50	1,042	52,100
An Act respecting the Civil Service of Canada—Official Report of the Evidence taken by the Special Committee (No. 17)....	100	36	3,600
Alphabetical Index and Numerical List of the Sessional Papers of the Parliament of Canada, 1923.....	2,900	42	121,800
List of Reports and Returns to be made to the House of Commons by Public Officers and Private Corporations—Session of 1924..	400	8	3,200
BILINGUAL			
Disorders of the Night—Désordres de la nuit.....	600	24	14,400
Canal Statistics, 1922—Statistiques des canaux, 1922.....	100	52	5,200
List of Members of the House of Commons—Liste des membres de la Chambre des Communes, 1923.....	106	20	2,120
Alphabetical List of Members of the House of Commons—Liste alphabétique des membres de la Chambre des Communes, 1924	606	20	12,120
Carried forward.....	4,792,980	20,551	142,994,486

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	4,792,980	20,551	142,994,485
<i>House of Commons—Concluded.</i>			
FRENCH			
Budget du Canada, 1924-25.....	200	112	22,400
Budget du Canada, autre supplémentaire, 1922-23 et 1923-24.....	200	10	2,000
Budget du Canada, autre supplémentaire, 1923-24.....	200	20	4,000
Rapport annuel du service des levés topographiques, 1921-22.....	25	72	1,800
Index alphabétique et numérique des documents parlementaires du parlement du Canada, 1923.....	1,225	42	51,450
<i>Immigration and Colonization—</i>			
ENGLISH			
Eastern Canada.....	107,000	32	3,424,000
Canada West.....	207,840	32	6,650,880
The Immigration Act and Regulations.....	5,025	64	321,600
Chinese Immigration Act and Regulations, 1923.....	2,006	32	64,192
Juvenile Immigration, 1922-23.....	3,000	24	72,000
<i>Indian Affairs—</i>			
ENGLISH			
Regulations governing the disposal of Timber on Indian Reserves in the Dominion of Canada, &c.....	1,000	12	12,000
The Indian Act, 1906.....	500	84	42,000
<i>Insurance—</i>			
ENGLISH			
List of Insurance Companies Licensed to do Business in Canada under the Insurance Act, 1917, and Amendments.....	2,905	64	*46,480
Abstract of Statements of Insurance Companies in Canada, 1922....	9,084	312	2,834,208
Fire Waste in Canada, 1922 (Statistical Bulletin No. 27).....	500	12	6,000
Report of the Superintendent of Insurance, 1922 (Vol. I).....	3,600	1,164	4,190,400
Report of the Superintendent of Insurance, 1922 (Vol. II).....	4,300	1,042	4,480,600
Abstract of Statements of Loan and Trust Companies in Canada, 1922.....	500	20	10,000
Annual Statements required from British and Foreign Companies Licensed to Transact Business of Insurance other than Life Insurance in the Dominion of Canada in Compliance with the Insurance Act, 1917.....	1,000	28	28,000
Annual Statement of the Trust Companies.....	250	40	10,000
Annual Statement of the Loan Companies.....	250	36	9,000
Annual Statement required from Canadian Companies Licensed to Transact Business of Insurance, other than Life Insurance, in the Dominion of Canada, in Compliance with the Insurance Act, 1917.....	450	48	21,600
List of Securities held by Insurance, Loan and Trust Companies in Canada, December 31, 1923.....	756	200	151,200
The Call of Humanity—Survey of Fire Dangers in Institutional Buildings, and Suggestions for the Safeguarding of Human Life	2,500	20	50,000
Draft Bill providing for the Superannuation of the Civil Service....	25	20	500
Superannuation Act.....	25	20	500
Report of the Superintendent of Insurance of the Dominion of Canada, 1922—Loan and Trust Companies.....	456	158	72,048
Fire Control—Bulletin of the Dominion Fire Preventive Associa- tion.....	54,006	48	*816,144
FRENCH			
L'appel de l'humanité—Surveillance des dangers d'incendie dans les institutions et suggestions pour conserver la vie humaine....	1,000	20	20,000
Carried forward.....	5,202,808	24,339	166,409,488

SESSIONAL PAPER No. 27

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	5,202,808	24,339	166,409,488
<i>Interior—</i>			
ENGLISH			
Report on an Exploratory Survey between Great Slave Lake and Hudson Bay.....	1,000	40	40,000
Hints for Hunters.....	10,056	20	201,120
Canadian Participation, World Power Conference—London, June 30 to July 12, 1924.....	1,006	16	16,096
Lessons on Bird Protection.....	72,600	16	1,161,600
Elevations of Lakes in Manitoba, Saskatchewan and Alberta (Bulletin No. 55).....	606	28	16,968
Dominion Lands Handbook for the Information the of Public, Jan. 2, 1924.....	30,050	48	1,442,400
Surface Water Supply of Canada—Atlantic Drainage (South of St. Lawrence River), 1920-21 and 1921-22.....	1,800	100	180,000
A Summary of Regulations and Departmental Rulings relating to Dominion Lands for the Guidance of Agents, Sub-Agents and other Officials, No. 17 (Edition of August 1, 1923).....	1,006	88	88,528
Dominion Lands Act with Amendments.....	1,000	90	90,000
Central Electric Stations in Canada—Part II. Directory (Water Resources Paper No. 33).....	4,000	484	1,936,000
List of Unoccupied Farms for Sale (East of the Principal Meridian), Province of Manitoba.....	5,000	32	160,000
The Banff-Windermere Highway.....	40,070	72	*1,442,520
Annual Report of the Canadian Historical Association, 1922.....	1,000	80	80,000
Regulations for the Disposal of the Petroleum and Natural Gas Rights, the Property of the Crown in Manitoba, Saskatchewan, Alberta, &c.....	3,000	16	48,000
Natural Resources Intelligence Service—A Central Bureau of Information relating to Canada's Natural Resources.....	9,500	16	152,000
Gauge Height Observations during Open-Water Season.....	1,000	16	16,000
Manitoba Fires Prevention Act.....	1,000	20	20,000
Information for Homesteaders and Intending Settlers on Dominion Lands in the Railway Belt of British Columbia.....	3,000	28	84,000
Choric Ode on the Opening of the Banff Windermere Highway Across the Central Rockies, June 30, 1923.....	3,000	8	24,000
Natural Resources of the Prairie Provinces, 1923.....	10,000	60	600,000
Report of the Director of Forestry, 1921-22.....	2,000	48	96,000
Annual Report of the Reclamation Service, 1921-22.....	2,500	108	270,000
Annual Report of the Dominion Water Power Branch, 1921-22.....	1,800	92	165,600
Report of the Commissioner of Canadian National Parks, 1921-22.....	2,500	52	130,000
Attracting Birds with Food and Water.....	51,000	16	816,000
Industry and Commerce in Manitoba.....	5,000	36	180,000
The Farming Industry in Manitoba.....	5,000	32	160,000
British Empire Forestry Conference—Summary Report and Resolutions, Canada, 1923.....	3,006	32	96,192
Federal Regulations for the Protection of Migratory Birds, &c. (Consolidated for Office purposes only).....	15,006	16	240,096
The Province of Saskatchewan, Canada—Its Development and Opportunities (Revised Edition).....	12,150	114	1,385,100
Arctic and Western Hudson Bay Drainage, 1920-21 (Water Resources Paper No. 36).....	1,875	304	570,000
Manitoba, Canada—Its Development and Opportunities.....	10,050	160	1,608,000
Natural Resources of Manitoba.....	5,000	32	160,000
Fire Ranger's Monthly Diary.....	5,000	68	340,000
The Dominion Astrophysical Observatory, Victoria, B.C.....	3,000	40	120,000
The Talking Trees and Canadian Forest Trees.....	10,000	32	320,000
Publications of the Natural Resources Intelligence Service.....	8,075	32	258,400
The Adjustment and Testing of Transit Theodolites, Levels and Surveying Camaras at the Laboratory of the Dominion Lands Surveys (Bulletin 48).....	500	20	10,000
British Empire Forestry Conference, Canada, 1923—Programme, Section 2.....	300	44	13,200
Carried forward.....	5,546,264	26,895	181,147,308

TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—Continued

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	5,546,264	26,895	181,147,308
<i>Interior—Continued.</i>			
ENGLISH—Concluded			
White Pine (Tree Pamphlet No. 1).....	10,000	8	80,000
White Spruce (Tree Pamphlet No. 2).....	10,000	8	80,000
British Empire Forestry Conference, Canada, 1923—Programme, Section 4.....	300	52	15,600
Instructions for Building Triangulation Towers (Publication No. 10)	250	40	10,000
The Tree Planting Division: Its History and Work.....	3,000	16	48,000
Agriculture in Saskatchewan.....	3,000	16	48,000
Forest Investigative Work of the Dominion Forest Service (Cir- cular No. 17).....	3,000	8	24,000
Yukon Place Mining Act—Consolidated for Office purposes.....	3,000	32	96,000
British Empire Forestry Conference, Canada, 1923—General Pro- gramme, Section 1. Railways Schedules and General Infor- mation.....	300	52	15,600
British Empire Forestry Conference, Canada, 1923—Programme, Section 3.....	400	20	8,000
British Empire Forestry Conference, Canada, 1923—Programme, Section 5.....	300	32	9,600
British Empire Forestry Conference, Canada, 1923—Programme, Section 6.....	300	20	6,000
St. Lawrence and Southern Hudson Bay Drainage, Ontario, 1921- 22 (Water Resources Paper No. 38).....	1,860	104	193,440
The Forests of Canada—Their Extent, Character, Ownership, Management, Products and Probable Future.....	5,006	48	240,288
Hemlock (Tree Pamphlet No. 4).....	10,000	8	80,000
Douglas Fir (Tree Pamphlet No. 3).....	10,000	8	80,000
Forestry in British Guiana—Statement prepared for the British Empire Forestry Conference, Ottawa, Canada, July, 1923.....	200	16	3,200
Hints on Cooking Buffalo Meat Pemmican.....	10,006	8	80,048
Fort Sainte Marie II, Christian Island, Ontario, and Palisaded Huron Village (either St. Louis or St. Ignace II), County of Simcoe, Ontario (Historic Sites, Series No. 5).....	2,000	24	48,000
Nova Scotia, Canada—Its Development and Opportunities.....	10,849	104	1,128,296
Pacific Drainage—British Columbia and Yukon Territory, 1921-22 (Water Resources Paper No. 39).....	1,800	170	306,000
The Canadian Historical Association—Annual Report, 1923.....	1,006	112	112,672
Annual Report of the Topographical Survey of Canada, 1922-23..	425	56	23,800
Canadian Participation—World Power Conference, London, June 30 to July 12, 1924.....	1,010	16	16,160
Annual Report of the Dominion Water Power Branch, 1922-23....	1,800	68	122,400
Maxwellton District, Nova Scotia—A New Area for Settlement in an Old Settled Province.....	2,506	48	120,288
Precise Levelling—			
Bulletin A.....	350	20	7,000
Bulletin B.....	350	24	8,400
Bulletin C.....	350	40	14,000
Bulletin D.....	350	16	5,600
Bulletin E.....	700	40	*14,000
Bulletin F.....	350	20	7,000
Bulletin G.....	350	32	11,200
Bulletin H.....	350	24	8,400
Bulletin I.....	350	32	11,200
Bulletin J.....	356	20	7,120
Bulletin K.....	356	8	2,848
Bulletin L.....	356	16	5,696
Bulletin M.....	4,312	126	*69,380
Publications of the Dominion Astrophysical Observatory.....	84,650	48	*338,650
Natural Resources, Canada.....	2,786	68	*60,736
Publications of the Dominion Observatory.....	1,125	24	*9,000
Geographic Board Decisions.....	35,025	260	*1,301,200
List of Unoccupied Farms for Sale.....			
Lac La Biche District, Alberta—A Guide for Intending Settlers (Bulletin No. 47).....	1,000	32	32,000
Carried forward	5,772,048	28,839	186,053,130

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TABLE No. 8—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	5,772,048	28,839	186,051,130
<i>Interior—Concluded.</i>			
FRENCH			
L'art d'attirer les oiseaux en leur offrant le manger et le boire.....	11,750	16	188,000
Le pin blanc (fascicule n° 1).....	2,000	8	16,000
Leçons concernant la protection des oiseaux.....	11,800	16	188,800
La nomenclature géographique de l'Île d'Anticosti, province de Québec.....	300	20	6,000
La nomenclature géographique des Îles Madeleine, province de Québec.....	300	16	4,800
Histoire des roms des cités canadiennes.....	300	24	7,200
La loi de la convention concernant les oiseaux migrateurs—Instruc- tions pour les gardes-chasse honoraires—Pares nationaux du Canada, 1922.....	500	16	8,000
Entretien d'un lot boisé (bulletin n° 69).....	3,000	56	168,000
Rapport annuel du service des levés topographiques, 1921-22.....	50	72	3,600
Règlements fédéraux pour la protection des oiseaux migrateurs (édition du 1er septembre 1923).....	2,006	16	32,096
Service de renseignements sur les ressources naturelles.....	1,000	16	16,000
L'épinière blanche (fascicule n° 2).....	2,506	8	20,048
Ressources naturelles, Canada.....	10,925	48	*45,300
<i>Justice—</i>			
ENGLISH			
Factum.....	190	138	*9,640
Reports and Recommendations of the Superintendent of Peniten- tiaries, 1919, 1920, 1921, 1922 and 1923.....	2,006	40	80,240
Memorandum for the King's Printer.....	150	8	1,200
<i>Labour—</i>			
ENGLISH			
Labour Legislation in Canada, 1922.....	1,500	104	156,000
Labour Organization in Canada—Twelfth Annual Report, 1922.....	5,010	316	1,583,160
Second Report on Organization in Industry, Commerce and the Professions in Canada.....	1,400	104	145,600
Hours of Labour in Canada and Other Countries—Report No. 5....	2,706	64	*86,592
International Labour Organization (League of Nations)—Laws of Canada Bearing on Draft Conventions and Recommendations (Bulletin No. 6—Industrial Relations Series).....	506	24	12,144
The Industrial Disputes Investigation Act, 1907.....	500	20	10,000
Index to <i>Labour Gazette</i> , Vol. XXIII, 1923.....	7,756	24	186,144
Fifteenth Annual Report of the Dominion Government Annuities Branch of the Department of Labour, Canada, 1922-23.....	506	8	4,048
Fourth Annual Report of the Technical Education Branch of the Department of Labour, Canada, 1922-23.....	4,506	56	252,336
Wages and Hours of Labour in Canada, 1921, 1922 and 1923—Report No. 6.....	18,512	32	*296,192
Prices in Canada and in Other Countries during 1923.....	7,406	16	118,496
Speech of Hon. Rodolphe Lemieux, Postmaster General and Minister of Labour, in moving Second Reading of the Bill to Aid in the Prevention and Settlement of Strikes and Lockouts, House of Commons, Thursday, February 14, 1907.....	106	16	1,696
Supplement to the <i>Labour Gazette</i> , February, 1924.....	11,781	48	*282,744
Labour Legislation in Canada, 1923.....	1,506	98	147,588
Strikes and Lockouts in Canada during 1923.....	106	16	1,696
Vocational Education.....	18,018	144	*624,672
The <i>Labour Gazette</i> , Nos. 1 to 3, Vol. XXIV.....	33,796	280	3,140,128
Carried forward.....	5,936,452	30,727	193,900,290

TABLE NO. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	5,936,452	30,727	193,900,290
<i>Labour—Concluded.</i>			
FRENCH			
L'organisation ouvrière au Canada—Douzième rapport annuel, 1922.	900	330	297,000
Second rapport sur l'organisation dans l'industrie, le commerce et les professions au Canada.....	200	104	20,800
Législation ouvrière au Canada en 1922.....	250	74	18,500
Supplément à la <i>Gazette du Travail</i> , février 1924.....	1,831	24	43,944
L'Enseignement Professionnel.....	612	104	*21,208
<i>La Gazette du Travail</i> , No. 1 to 3, Vol. XXIV.....	5,527	304	559,776
<i>Library of Parliament—</i>			
BILINGUAL			
Annual Supplement to the Catalogue of the Library of Parliament— Supplément annuel au catalogue de la bibliothèque du parlement 1922.....	550	164	90,200
<i>Marine and Fisheries—</i>			
ENGLISH			
Tide Tables for the Eastern Coasts of Canada, 1924.....	11,000	80	880,000
Catalogue of Official Canadian Government Publications of Use to Mariners.....	1,500	40	60,000
Tide Tables and Information connected with the Ship Channel from Father Point to Montreal, &c., 1923.....	1,220	96	117,120
List of Lights and Fog-Signals on the Inland Water (West of Montreal and East of British Columbia) of the Dominion of Canada, April 1, 1923.....	900	154	138,600
List of Lights and Fog-Signals on the Atlantic Coast including the Gulf of St. Lawrence to head of Ocean Navigation of the Dominion of Canada, April 1, 1923.....	1,800	328	590,400
Abridged Edition of Tide Tables for Vancouver and Sand Heads, B.C., and Slack Water for First Narrows and Active Pass, &c., 1924.....	10,625	48	510,000
Tide Tables for the Pacific Coast of Canada, 1924.....	22,000	80	1,760,000
Abridged Edition of Tide Tables for St. John, N.B., with Tidal Differences for the Bay of Fundy, and Time of High Water at Windsor, N.S.....	10,000	28	280,000
Abridged Edition of Tide Tables for Quebec and Father Point, with Tidal Differences for the St. Lawrence.....	5,000	32	160,000
British Columbia Fisheries Commission, 1922—Report and Recommendations.....	1,500	36	54,000
Regulations respecting the Shipping of Live Stock from Canada, 1909.....	200	8	1,600
By-Laws of the Pilotage District of Sydney, N.S.....	250	24	6,000
Amendments to 1920 Edition of Radiotelegraph Regulations, September 1, 1922.....	500	8	4,000
Supplement No. 1 to the 1919 Edition of the Sailing Directions for Canadian Shores of Lake Huron and Georgian Bay (Corrected to April 10, 1923).....	300	64	19,200
Supplement No. 1 to the 1922 Edition of the Sailing Directions for Canadian Shores of Lake Superior (Corrected to June 20, 1923).....	400	44	17,600
Special Fishery Regulations for the Province of British Columbia (Office Consolidation).....	5,000	40	200,000
Abridged Edition of Tide Tables for St. John, N.B., 1924.....	8,000	32	256,000
Regulations relating to the Inspection of Hulls and Equipment of Steamboats.....	500	16	8,000
Report on Enquiry into the Lobster Fishery of Western Nova Scotia, 1923.....	500	8	4,000
List of Broadcasting Stations of Canada and the United States (Corrected to May 31, 1923)—Special Supplement to "Official List Radio Stations of Canada".....	2,000	16	32,000
Carried forward.....	6,029,517	33,013	200,050,238

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TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	6,029,517	33,013	200,050,233
<i>Marine and Fisheries—Concluded.</i>			
ENGLISH— <i>Concluded</i>			
List of Broadcasting Stations of Canada and the United States (Corrected to September 30, 1923)—Special Supplement to "Official List Radio Stations of Canada".....	2,006	16	32,096
Radio Stations of Canada—Supplement No. 3 to Official List.....	2,000	32	64,000
Official List—Radio Stations of Canada, July 31, 1923.....	2,006	160	320,960
Radio Regulation in the Dominion of Canada.....	3,006	20	60,120
List of Lights and Fog-Signals of the Dominion of Canada on the Pacific Coast and the Rivers and Lakes of British Columbia, April 1, 1923.....	900	64	57,600
List of Lights and Fog-Signals on the Inland Waters (West of Montreal and East of British Columbia) of the Dominion of Canada, April 1, 1924.....	1,106	154	170,324
North Atlantic Coast Fisheries.....	506	52	26,312
Catalogue of Official Canadian Government Publications of use to Mariners, April 1, 1924.....	1,206	40	48,240
Annual Announcement of the Atlantic and the Pacific Biological Stations, 1924.....	756	8	6,048
Report upon Lobster Canning, 1923.....	806	16	12,896
List of Broadcasting Stations of Canada and the United States (Corrected to January 31, 1924).....	2,006	16	32,096
Annual Report on Fish Culture, 1922.....	300	40	12,000
Tide Levels and Datum Planes on the Pacific Coast of Canada— From determinations by the Tidal and Current Survey up to the Year 1923.....	4,006	68	272,408
The Radiotelegraph Act and Regulations issued thereunder, June 1, 1923.....	2,506	104	260,624
Canadian Port and Harbour Directory, 1923.....	2,481	368	913,008
Radio Stations of Canada—Supplement No. 1 to Official List....	2,000	32	64,000
Special Fishery Regulations for the Provinces of Saskatchewan and Alberta, and the Territories North thereof (Office Con- solidation).....	2,006	32	64,193
Index to Notice to Mariners (Nos. 1 to 79 inclusive), 1922.....	1,000	12	12,000
Regulations for Loading Grain Cargoes.....	1,006	16	16,096
Regulations for the Government of Public Harbours in Canada, also Part XII of the Canada Shipping Act relating to Public Harbours and Harbour Masters.....	3,000	32	64,000
Phenological Observations, Canada, 1922.....	250	24	6,000
Report of the Canadian Arctic Expedition, 1913-18 (Vol. XII: The Copper Eskimos, Part B).....	5,000	66	330,000
Report of the Canadian Arctic Expedition, 1913-1918 (Vol. XII: The Copper Eskimos, Part C).....	5,000	80	400,000
Monthly Record of Meteorological Observations.....	14,436	1,006	*1,210,340
Quarterly Bulletin of Sea Fishery Statistics.....	2,681	60	* 40,196
BILINGUAL			
Supplement to the Steamboat Inspection Report, 1921-22—Supplé- ment au rapport sur l'inspection des bateaux à vapeur, 1921-22... List of Shipping, 1922—Liste des navires, 1922.....	700	144	100,800
Supplement to List of Vessels, 1922—Supplément à la liste des navires, 1922.....	600	240	144,000
	3,006	96	* 24,048
FRENCH			
Rapport ayant trait à la salubrité et à l'assainissement aussi bien qu'à la classification des fabriques de conserves de homard, 1922.....	300	32	9,600
Règlements relatifs à l'administration des havres publics et partie XIIe de la loi concernant la marine marchande au Canada qui a trait aux havres publics et aux maîtres de havres.....	1,000	36	36,000
Carried forward.....	6,097,099	36,079	204,860,243

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	6,097,099	36,079	204,860,243
<i>Militia and Defence—</i>			
ENGLISH			
Regulations and Calendar of the Royal Military College of Canada, 1922.....	1,000	76	76,000
<i>Mines—</i>			
ENGLISH			
Titanium.....	3,000	138	414,000
The Southern Part of the Sydney Coal Field, Nova Scotia (Memoir 133).....	3,000	122	366,000
Investigations in 1921—Ceramics and Road Material.....	500	68	34,000
Non-Metal Mines in Canada.....	1,500	12	1,800
Summary Report of Investigations made by the Mines Branch, 1921.....	3,000	376	1,128,000
An Album of Prehistoric Canadian Art (Bulletin No. 37).....	3,000	202	606,000
Investigations in 1921—Ore Dressing and Metallurgy.....	500	168	84,000
List of Stone Quarry Operators in Canada.....	1,500	6	9,000
Petroleum and Natural Gas Wells.....	1,500	8	12,000
Investigations in 1921—Mineral Resources and Technology.....	1,000	86	86,000
Investigations in 1921—Fuels and Fuel Testing.....	500	70	35,000
Interim Report of the Dominion Fuel Board, 1923.....	7,500	42	315,000
Metal Mines in Canada, 1923.....	1,500	20	30,000
Division of Ore Dressing and Metallurgy—Experimental Ore Test- ing and Research Laboratories, Booth Street, Ottawa.....	2,006	12	24,072
Brockville-Mallorytown Map-area, Ontario (Memoir 134).....	2,500	64	160,000
Silicia in Canada—Its Occurrence, Exploitation and Uses. Part I.—Eastern Canada.....	4,000	170	680,000
Report of the Canadian Arctic Expedition, 1913-18 (Vol. IV: Botany, Part C).....	4,500	24	108,000
Geological Survey, Canada—Index to Separate Reports, 1906-1910 and Summary Reports 1905-1916.....	3,000	308	924,000
Facts about Peat.....	15,006	48	720,288
Geology of Fraser River Delta Map-area (Memoir 135).....	3,506	94	329,564
Summary Reports on Mines Branch Investigations, 1922.....	3,012	274	825,288
Explosives—Warning.....	10,006	16	160,096
Summary Report, 1922 (Part A).....	4,000	168	672,000
Summary Report, 1922 (Part B).....	3,500	150	525,000
Summary Report, 1922 (Part C).....	3,000	98	294,000
Summary Report, 1922 (Part D).....	3,500	110	385,000
Explosives—Warning.....	6,006	12	72,072
Contributions to Vertebrate Palæontology (Bulletin No. 38).....	2,006	94	188,564
FRENCH			
Rapport intérimaire de la commission fédérale du combustible, 1923.....	2,500	32	80,000
La région de Beauceville, Québec (mémoire 127).....	1,000	124	124,000
Rapport sommaire des investigations de la division des mines, 1920.....	1,000	96	96,000
Rapport annuel de la division des explosifs du ministère des Mines, 1922.....	1 200	24	28,800
Explosifs—Prenez garde.....	2,506	12	30,072
Minéraux industriels du Canada.....	4,550	16	72,800
Les oiseaux de l'est du Canada (mémoire 104).....	4,667	316	1,474,772
Rapport sommaire, 1922, partie D (extrait).....	1,006	92	92,552
<i>National Gallery—</i>			
ENGLISH			
Annual Report of the Board of Trustees, 1922-23.....	1,000	24	24,000
Carried forward.....	6,215,076	39,851	216,147,983

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TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	6,215,076	39,851	216,147,983
<i>National Defence—</i>			
ENGLISH			
Cadet Training as a National Wealth.....	2,000	12	24,000
Regulations for the Clothing of the Canadian Militia, 1922 (Part II).....	2,500	40	100,000
Memorandum for Camps of Instruction, Canadian Militia, 1923— Part I. Instructions for Training.....	5,020	90	451,800
Memorandum for Camps of Instruction, Canadian Militia, 1923— Part II. Administration.....	1,500	72	108,000
Index to General Orders, 1922 (January 1 to December 31, 1922, inclusive).....	1,800	24	43,200
Index to Militia Orders, 1922.....	1,800	16	28,800
Instructions for Practice, Canada—Light, Medium and Heavy Artillery, 1922—Amendments.....	700	8	5,600
Regulations and Calendar of the Royal Military College of Canada, 1922.....	1,000	76	76,000
Report of the Air Board, 1922.....	2,500	96	240,000
The Militia List (Corrected to December 31, 1922).....	1,397	986	1,377,442
Index—Appointments, Promotions and Retirements—Canadian Militia (January 5 to December 28, 1922).....	1,800	84	151,200
Regulations for the Canadian Medical Services, 1923.....	2,997	120	359,640
Lewis Gun Training.....	500	8	4,000
Scales of Issue of Barrack Equipment.....	3,000	44	132,000
The Canadian Navy List, September, 1923.....	125	32	4,000
Index to Militia Orders, 1923.....	2,406	16	38,496
Index to General Orders, 1923.....	2,406	20	48,120
Militia Orders, 1923-24.....	256,055	658	*1,534,660
Militia General Orders, 1923-24.....	38,400	200	*480,000
Appointments, Promotions and Retirements, 1923-24.....	151,200	656	*1,574,400
FRENCH			
L'éducation militaire des cadets considérée comme richesse na- tionale.....	2,000	12	24,000
Ordres de la milice, 1923-24.....	10,920	608	*62,490
Ordres généraux de la milice, 1923-24.....	1,600	162	*16,200
Nominations, promotions et retraites, 1923-24.....	5,700	632	*63,200
<i>Northwest Territories—</i>			
ENGLISH			
Canada's Arctic Islands—Log of Canadian Expedition, 1922.....	1,006	32	32,192
Canada's Wild Buffalo—Observations in the Wood Buffalo Park, 1922.....	1,006	20	20,120
Local Conditions in the Mackenzie District, 1922.....	1,006	20	20,120
Mining Development in the Mackenzie District, 1922.....	1,006	20	20,120
<i>Patent and Copyright Office—</i>			
ENGLISH			
An Act to amend the Copyright Act, 1921.....	125	16	2,600
An Act to amend the Trade Mark and Design Act.....	150	4	600
Memorandum <i>re</i> Changes made in the Patent Act, Chap. 69, R.S.C. 1906 as amended by Chap. 64 of the Statutes of 1919 and Chap. 44 of the Statutes of 1921 by Bill 20.....	100	16	1,600
Circular of the Patent and Copyright Office containing "The Trade Mark and Design Act" and "The Timber Marking Act" with Index.....	1,006	64	*32,192
Carried forward.....	6,719,807	44,715	223,224,775

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	6,719,807	44,715	223,224,775
<i>Patent and Copyright Office—Concluded.</i>			
ENGLISH— <i>Concluded</i>			
Annual Index—Vol. L, Canadian Patent Office Record, 1922.....	1,000	232	232,000
An Act to amend and consolidate the Acts relating to Patents of Invention.....	100	24	2,400
The Copyright Act, 1921—Rules and Forms.....	1,650	80	*26,400
Rules and Regulations and Forms, September 1, 1923.....	10,000	64	*320,000
The Patent Act—Chap. 23 of the Statutes of 1923.....	10,006	48	*140,144
Circular of the Patent and Copyright Office containing "The Copyright Act" with Rules and Forms under the same, 1923.....	100	32	3,200
An Act to amend and consolidate the law relating to Copyright....	1,006	32	32,192
Annual Index, Vol. LI, Canadian Patent Office Record, 1923.....	1,006	170	171,020
The Canadian Patent Office Record.....	57,120	3,660	*3,654,160
FRENCH			
Acte des brevets—Chap. 23 des Statuts de 1923.....	1,006	24	24,144
Bureau des brevets du Canada—Règles et règlements et formules, septembre 1923.....	1,000	32	32,000
Loi modifiant et codifiant la législation concernant le droit d'auteur.....	500	32	16,000
Loi de 1921 concernant le droit d'auteur—Règlements et formules.....	100	16	1,600
Circular du bureau des brevets et des droits d'auteur contenant «La loi des marques de commerce et dessins de fabrique, et la loi des inscriptions aux bois de service».....	506	32	16,192
<i>Post Office—</i>			
ENGLISH			
Canada Official Postal Guide, 1923.....	301,000	12	3,612,000
Canada Official Postal Guide, 1923.....	13,755	1,256	*8,638,140
Canada Official Postal Guide, 1923—Part I.....	3,539	500	*884,750
Canada Official Postal Guide, 1923—Part II.....	36	374	13,464
Names of Rural Mail Delivery Boxholders—			
North Bay Postal District.....	2,000	16	*24,000
Halifax Postal District.....	3,000	80	*120,000
Vancouver Postal District.....	3,000	64	*96,000
St. John Postal District.....	3,000	104	*156,000
Winnipeg Postal District.....	2,000	48	*72,000
Saskatoon Postal District.....	3,000	32	*48,000
Montreal Postal District.....	3,000	96	288,000
London Postal District.....	3,000	298	894,000
Toronto Postal District.....	3,000	192	576,000
Moose Jaw Postal District.....	3,000	8	24,000
Sherbrooke Postal District.....	3,007	64	192,448
Charlottetown Postal District.....	3,015	48	144,720
Ottawa Postal District.....	3,115	144	448,560
Quebec Postal District.....	3,000	64	192,000
Calgary Postal District.....	3,000	24	72,000
Rural Mail Delivery Routes with Number of Boxes on Each Route in London Postal District.....	500	12	6,000
Rural Mail Delivery Routes with Number of Boxes on Each Route in Toronto Postal District.....	500	8	4,000
Rural Mail Delivery Routes with Number of Boxes on Each Route in Ottawa Postal District.....	500	8	4,000
Distribution List of the Province of Nova Scotia, New Brunswick, Prince Edward Island, 1923.....	2,013	200	402,600
Distribution List of Saskatchewan.....	2,000	144	288,000
British Columbia and Yukon Territory Distribution List, 1923....	1,600	100	160,000
Prince Edward Island—Classified List of Farmers.....	5,000	272	1,360,000
Manitoba Distribution List, 1923.....	2,000	98	196,000
Carried forward.....	7,180,487	53,459	246,812,909

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TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	7,180,487	53,459	246,812,909
<i>Post Office—Concluded.</i>			
<i>ENGLISH—Concluded</i>			
Rural Post Offices in Quebec Province.....	1,000	20	20,000
Rural Post Offices in the Maritime Provinces.....	1,000	32	32,000
Rural Post Offices in Ontario Province.....	1,000	24	24,000
Rural Post Offices in the Western Provinces.....	1,000	40	40,000
Schedule of Mail Trains and Water Services—East of Port Arthur, June, 1923.....	3,000	272	816,000
Schedule of Mail Trains and Water Services—West of Port Arthur, June, 1923.....	2,200	136	299,200
Schedule of Mail Trains and Water Services—East of Port Arthur, October, 1923.....	2,800	272	761,600
Schedule of Mail Trains and Water Services—West of Port Arthur, October, 1923.....	2,000	136	272,000
Monthly Supplement to Canadian Official Postal Guide.....	154,050	104	*1,336,400
Monthly Supplement to Canadian Official Postal Guide and Money Order Information.....	64,555	188	*1,011,460
Monthly Distribution List, 1923-24.....	44,086	120	*482,632
<i>BILINGUAL</i>			
Table to Enable Postmasters to Calculate the Value of Postal Notes —Table permettant aux maîtres de poste de calculer la valeur des bons de poste.....	11,000	8	88,000
<i>FRENCH</i>			
Guide officiel du service postal canadien, 1923.....	72,000	12	864,000
Guide officiel du service postal canadien, 1923.....	2,958	1,296	*1,916,784
Guide officiel du service postal canadien, 1923 (Première partie)...	590	272	160,480
Instructions aux maîtres de poste en charge des bureaux comptables, Dominion of Canada, 1911 (réimprimé).....	250	224	26,000
Supplément mensuel au guide officiel du service postal canadien....	31,200	120	*312,000
Supplément mensuel au guide officiel du service postal canadien et renseignements sur les mandats de poste.....	16,225	196	*285,100
<i>Public Printing and Stationery—</i>			
<i>ENGLISH</i>			
Report of the Superintendent of Insurance of the Dominion of Canada, 1922—Loan and Trust Companies.....	100	158	15,800
Supplement to the <i>Canada Gazette</i> , March 15, 1924.....	100	112	11,200
Supplement to the <i>Canada Gazette</i> , March 22, 1924.....	300	8	2,400
An Act respecting Trust Companies with Amendments.....	300	40	12,000
The Copyright Act, 1921—Rules and Forms.....	500	16	8,000
Estimates of Canada, 1924-25.....	600	112	67,200
Civil Service Regulations.....	1,000	24	24,000
The Classification of the Civil Service of Canada—Revised to September 1, 1923.....	700	348	243,600
An Act respecting Companies.....	1,000	112	112,000
Annual Report of the Topographical Survey of Canada, 1922-23....	10	56	560
An Act respecting the Customs with Amendments.....	200	100	20,000
An Act relating to Bills of Exchange, Cheques and Promissory Notes with Amendments.....	2,000	48	96,000
An Act respecting Grain with Amendments.....	200	98	19,600
An Act respecting the Public Revenue, the raising of Loans author- ized by Parliament, and the Auditing of the Public Accounts with Amendments.....	200	50	10,000
The Indian Act, 1906 (Office Consolidation).....	200	84	16,800
An Act to provide for the investigation of Combines, Monopolies, Trusts and Mergers.....	300	24	7,200
An Act to amend the Bankruptcy Act.....	500	24	12,000
Carried forward.....	7,599,611	58,345	256,238,925

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	7,599,611	58,345	256,238,925
<i>Public Printing and Stationery—Continued.</i>			
ENGLISH— <i>Concluded</i>			
An Act to amend and consolidate the Acts relating to Patents of Invention.....	500	48	24,000
An Act respecting Chinese Immigration.....	200	32	6,400
Votes and Proceedings, May 11, 1923.....	600	40	*12,000
Estimates of Canada, Further Supplementary, 1922-23 and 1923-24.....	525	10	5,250
Report of the Board of Grain Commissioners for Canada, August 31, 1922.....	225	58	13,050
An Act to amend The Insurance Act, 1917.....	500	16	8,000
An Act to amend and consolidate the Acts relating to Patents of Invention.....	200	24	4,800
Canadian Official Postal Guide, 1923.....	2,000	628	1,256,000
Senate Debates, June 29, 1923.....	150	64	9,600
Report of the Board of Pension Commissioners for Canada, 1922-23.....	100	36	3,600
Estimates of Canada, Further Supplementary, 1923-24.....	525	20	10,500
An Act respecting Banks and Banking.....	2,000	176	352,000
Royal Commission on Pensions and Re-establishment—First Interim Report on Second Part of Investigation, April, 1923....	1,000	26	26,000
Price List of Government Publications, July, 1923.....	1,000	18	18,000
Customs and Excise—Memorandum No. 32.....	1,000	32	32,000
Patent Office of Canada—Rules and Regulations and Forms, September, 1923.....	1,006	32	32,192
Price List of Government Publications, July, 1923.....	1,000	20	20,000
The Special War Revenue Act, 1915—As in force on and after January 1, 1924 (Office Consolidation).....	1,000	32	32,000
Report of the Superintendent of Insurance, 1922 (Vol. I).....	200	1,164	232,800
Report of the Superintendent of Insurance, 1922 (Vol. II).....	185	1,042	192,770
The Bankruptcy Act, 1919, with Amendments of 1920, 1921, 1922 and 1923, &c. (Office Consolidation only).....	4,500	216	972,000
Customs and Excise—Memorandum No. 39.....	5,000	16	80,000
Canada's Arctic Islands—Log of Canadian Expedition, 1922.....	100	32	3,200
Criminal Code and Selected Statutes—Amendments of 1907-1922... Circular of the Patent and Copyright Office, containing "The Trade Mark and Design Act" and "The Timber Marking Act"....	3,000	710	2,130,000
Circular of the Patent and Copyright Office, containing "The Copyright Act" with Rules and Forms under the same.....	506	32	16,192
Appendix to the Sixtieth Volume of the Journals of the House of Commons, January-June Session, 1923.....	506	32	16,192
First and Final Reports of the Special Committee appointed to inquire into the Operation of Chapter 12, 8-9 George V, An Act respecting the Civil Service of Canada, &c.....	500	1,068	534,000
Select Standing Committee on Mines and Minerals—Canadian Fuel Supply—Proceedings and Evidence.....	100	16	1,600
The Customs Act (Office Consolidation).....	300	360	108,000
The Pension Act.....	1,000	96	96,000
Alphabetical List of Employees, July 1, 1923.....	500	48	24,000
An Act to amend and consolidate the Law relating to Copyright... Canada Official Postal Guide, 1924.....	50	42	2,200
Report of the Royal Commission appointed to inquire into the State of Records of the Public Departments of the Dominion of Canada (1912).....	500	36	18,000
North Atlantic Coast Fisheries.....	1,800	636	1,144,800
Report of the Special Committee on the Fuel Supply of Canada....	100	16	1,600
Printing of various Committee sittings.....	50	50	2,500
Commons Debates of various dates.....	300	272	81,600
Various Acts reprinted for stock.....	10,775	5,390	*495,450
	11,060	3,130	*903,600
	153,470	1,794	*2,661,630
BILINGUAL			
Annual Report of Criminal Statistics, Year ended September 30, 1922—Rapport annuel sur la statistique de la criminalité, année expirée le 30 septembre 1922.....	231	396	91,476
Carried forward.....	7,807,875	76,253	267,913,927

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TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	7,807,875	76,253	267,913,927
<i>Public Printing and Stationery—Concluded.</i>			
BILINGUAL— <i>Concluded</i>			
Canal Statistics, 1922—Statistique des canaux, 1922.....	25	52	1,700
List of Shipping, December 31, 1922—Liste des navires, 31 décembre 1922.....	206	240	49,440
Price List of Government Publications, January, 1924—Liste des prix des publications du gouvernement, janvier 1924.....	2,506	48	120,288
Auditor General's Report—Rapport de l'Auditeur Général, 1922-23—			
Part A—Agriculture Department.....	35	160	5,600
Part D—Customs and Excise Department.....	70	194	13,580
Part E—External Affairs Department.....	16	10	160
Part F—Finance Department.....	20	110	2,200
Part H—Immigration and Colonization Department.....	25	110	2,750
Part I—Indian Affairs Department.....	310	296	91,760
Part K—Interior Department.....	34	260	8,840
Part M—Labour Department.....	12	14	168
Part O—Marine and Fisheries Department.....	60	238	14,280
Part P—Militia and Defence Department.....	24	196	4,704
Part Q—Mines Department.....	20	30	600
Part R—Naval Service Department.....	24	36	864
Part T—Public Printing and Stationery Department.....	25	38	950
Part V—Public Works Department.....	69	400	27,600
Part W—Railways and Canals Department.....	35	288	10,080
Part X—Royal Canadian Mounted Police.....	35	46	1,610
Part AA—Air Board.....	20	26	520
Part GG—Health Department.....	34	52	1,768
Part SS—Post Office Department.....	50	266	13,300
Part YY—Soldiers' Civil Re-Establishment Department.....	30	224	6,720
Part ZZ—Trade and Commerce Department.....	22	54	1,188
FRENCH			
Budget du Canada, 1924-25.....	116	112	12,992
Loi concernant les banques et le commerce de banque.....	300	184	55,200
Budget du Canada, autre supplémentaire, 1922-23 et 1923-24.....	110	10	1,100
Budget du Canada, autre supplémentaire, 1923-24.....	110	20	2,200
Guide officiel du service postal canadien, 1923.....	200	648	129,600
Plan de peuplement de l'empire.....	25	16	400
Liste de prix des publications du gouvernement, juillet 1923.....	1,000	20	20,000
Commission royale sur les pensions et le rétablissement—Premier rapport intérimaire sur la deuxième partie de l'enquête, avril 1923.....	100	32	3,200
Commission royale—Tarif de transport du grain sur les grands lacs	100	36	3,600
Rapport annuel du service des levés topographiques, 1921-22.....	95	72	6,840
Douanes et Accise—Mémoire n° 39.....	500	16	8,000
Loi pourvoyant à des pensions aux membres ou relativement aux membres des forces canadiennes navales, militaires et d'aviation.....	200	48	9,600
Conférence de la limitation des armements tenue à Washington, du 12 novembre 1921 au 6 février 1922.....	100	236	23,600
Loi concernant la nationalité britannique, la naturalisation et les aubains.....	200	26	5,200
Loi spéciale des revenus de guerre, 1915 (codification à l'usage du bureau).....	230	36	8,280
Loi concernant les banques et le commerce de banque.....	506	96	48,576
La loi de faillite, 1919, avec les modifications de 1920, 1921, 1922 et 1923, etc. (codification de bureau seulement).....	1,200	234	280,800
Carried forward.....	7,816,674	81,483	268,913,385

TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	7,816,674	81,483	263,913,385
<i>Public Works—</i>			
ENGLISH			
General Conditions of Competition for Portrait Statue of the Late Sir Wilfrid Laurier.....	400	16	*3,200
Reviews of Articles dealing with Improvements of Rivers and Harbours.....	500	124	62,000
Dominion Government Telegraph and Telephone Service, Gauges, B.C. (Exchange).....	200	8	1,600
FRENCH			
Conditions générales du concours de la statue—portrait de feu sir Wilfrid Laurier.....	175	16	*1,400
<i>Railways and Canals—</i>			
ENGLISH			
The Canals of Canada, 1923.....	2,000	24	48,000
Reply of the Canadian Government to the Memorial on behalf of the Preference and Common Shareholders of the Grand Trunk Railway Company of Canada.....	1,235	18	22,230
Memorandum Submitted by the Canadian National Railways....	100	12	1,200
Canada and the Grand Trunk—Statement of the Mutual Under- takings Involved—Material Errors Corrected.....	2,500	32	80,000
Motor Vehicle Registrations, Licenses, Revenues, Fees, &c., 1922 (Circular No. 4).....	2,000	20	40,000
The Grand Trunk Case in Brief—From the Canadian Viewpoint...	2,500	8	20,000
Highway Maintenance Methods and Costs (Bulletin No. 3).....	3,015	68	205,020
Trent Canal System—Improved Natural Waterway connecting lake Ontario and Georgian Bay.....	4,006	8	32,048
Progress of Highway Construction under Canada Highways Act— Report of Chief Commissioner of Highways for Fiscal Year ending March 31, 1923.....	2,006	44	88,264
FRENCH			
Les grandes routes et les chemins du Canada (bulletin n° 1).....	500	32	16,000
Progrès de la construction des voies publiques du Canada, 1922 (bulletin n° 2).....	500	24	12,000
Véhicule à moteur—Enregistrement, licences, revenus, tarif, etc. (circulaire n° 4).....	306	20	6,120
Méthodes et frais d'entretien des grands chemins (bulletin n° 3)...	306	72	22,032
<i>Railway Commission—</i>			
ENGLISH			
Judgments, Orders, &c.....	16,124	408	*248,532
Index to Vol. XII, Judgments, Orders, &c.....	600	16	9,600
The Board of Railway Commissioners for Canada—Rules and Regulations.....	1,000	16	16,000
<i>Secretary of State—</i>			
ENGLISH			
The Naturalization Acts, 1914 and 1920—List of Aliens to whom Certificates of Naturalization Under the Naturalization Acts, 1914-20, were granted by the Secretary of State of Canada, from January 1, 1923, to March 31, 1923 inclusive.....	300	32	9,600
Carried forward.....	7,856,947	82,501	269,858,231

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TABLE NO. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	7,856,947	82,501	269,858,231
<i>Secretary of State—Concluded</i>			
<i>ENGLISH—Concluded</i>			
The Naturalization Acts, 1914 and 1920—List of Aliens to whom Certificates of Naturalization Under the Naturalization Acts, 1914-20, were granted by the Secretary of State of Canada, from April 1, 1923, to June 30, 1923 inclusive.....	506	24	12,144
Consolidation of Naturalization Acts, 1914 and 1920—Including Provisions of Bill 85.....	400	16	6,400
Boards of Trade.....	150	8	1,200
The Arms of Canada (Second Edition), 1923.....	4,000	16	64,000
Documents relating to Extradition Procedure.....	304	52	15,808
Index to Orders in Council, 1867-1914.....	50	16	800
<i>FRENCH</i>			
Les armoiries du Canada, 1923 (2e édition).....	1,006	16	16,096
<i>Senate—</i>			
<i>ENGLISH</i>			
Amendments made by the Senate to the Bill 139, intituled: "An Act to amend The Bankruptcy Act".....	1,375	8	11,000
Senators of Canada, according to Seniority, July, 1923.....	200	20	4,000
Senate Debates, June 29, 1923.....	100	64	6,400
Railway Transportation to Senators of Canada, 1924.....	175	24	*2,100
Report of the Special Committee on the Fuel Supply of Canada...	1,500	272	408,000
Senators of Canada, according to Seniority, March, 1924.....	500	20	10,000
<i>Soldiers' Civil Re-Establishment—</i>			
<i>ENGLISH</i>			
Report of the Board of Pension Commissioners for Canada, 1922-23.	1,400	36	50,400
Government Insurance for All Who Served.....	25,000	16	*200,000
The Federal Appeal Board, Canada.....	5,000	8	40,000
<i>FRENCH</i>			
Rapport de la commission des pensions du Canada, 1921-22.....	165	24	3,960
Le bureau fédéral d'appel, Canada.....	4,000	8	32,000
Etablissement des soldats sur les terres, 31 mars 1923.....	206	36	7,416
<i>Soldier Settlement Board—</i>			
<i>ENGLISH</i>			
Soldier Land Settlement in Canada—Swords to Ploughshares....	5,000	16	80,000
Inspection and Valuation of Land.....	1,000	20	20,000
Second Report of the Soldier Settlement Board of Canada, 1922-23— Soldier Settlement on the Land.....	1,006	36	36,216
Settlement Opportunities on Unimproved Lands—			
Camrose District.....	5,000	8	40,000
Lloydminster District.....	10,000	8	80,000
St. Paul de Métis District.....	5,000	8	40,000
Vegreville District.....	10,000	8	80,000
Wainwright District.....	5,000	8	40,000
Carried forward.....	7,944,990	83,297	271,166,171

TABLE NO. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Pages	Number of Pages	Total Number of Printed Pages
Brought forward.....	7,944,990	83,297	271,166,171
<i>Supreme Court—</i>			
ENGLISH			
Reports of the Supreme Court of Canada, Vol. 64, No. 2.....	6,000	292	1,752,000
Reports of the Supreme Court of Canada, Vol. 64, No. 3.....	6,000	32	192,000
Canada Law Reports—The Supreme and Exchequer Courts of Canada—			
Part III—March 31, 1923.....	6,000	140	840,000
Part IV—April 30, 1923.....	6,000	142	852,000
Part V—May 31, 1923.....	6,025	90	542,250
Part VI—June 30, 1923.....	6,000	52	312,000
Part VII—September 30, 1923.....	6,000	96	576,000
Part VIII—October 31, 1923.....	6,050	94	568,700
Part IX—November 30, 1923.....	6,000	130	780,000
Part X—December 31, 1923.....	6,000	86	516,000
Part I—January 31, 1924.....	6,250	76	475,000
Part II—February 29, 1924.....	6,256	128	800,768
Part III—March 31, 1924.....	6,250	88	550,000
<i>Trade and Commerce—</i>			
ENGLISH			
Australian Invoice Requirements and Other Trade Regulations Applicable to Imports into the Commonwealth.....	2,000	18	36,000
Report on the Grain Trade of Canada, 1922.....	1,500	208	312,000
List of Licensed Elevators and Warehouses in the Western Grain Inspection Division, 1922-23.....	1,000	152	152,000
Chemicals and Allied Products in Canada, 1921.....	2,000	24	48,000
Report of the Board of Grain Commissioners for Canada, August 31, 1922.....	500	58	29,000
Annual Report of the Mineral Production of Canada, 1921.....	2,700	234	631,800
Prices and Price Indexes, 1918-1922.....	1,050	152	159,600
The Flour and Grist Milling Industry in Canada, 1921.....	1,500	44	66,000
Canadian Trade in Farm Products, 1921-23.....	100	20	2,000
Condensed Preliminary Report of the Trade of Canada, 1923.....	1,500	32	48,000
Gasoline Measuring Devices.....	250	8	2,000
The Republic of Chile—Its Economic Condition and Trading Opportunities.....	1,200	88	105,600
Invoice Requirements: Japan, China, Hong Kong and Siam.....	150	8	1,200
Protection of Trade Marks and Provisions of Merchandise Marks Act in India.....	500	8	4,000
Coal Statistics for Canada, 1922.....	1,356	96	130,176
Manufactures of the Non-Ferrous Metals in Canada, 1921.....	800	20	16,000
Special Report on the Consumption of Prepared Non-Metallic Minerals in Canada.....	1,006	32	32,192
Index to the Commercial Intelligence Journal—Six months ending June 30, 1923 (Commercial Intelligence Journals 988 to 1013).. Invoice Requirements and Consular Regulations of Mexico.....	4,500	16	72,000
Marketing Conditions in the United Kingdom.....	1,000	16	16,000
Preliminary Report of the Mineral Production of Canada—During the Six months ending June 30, 1923.....	1,400	12	16,800
Physicians' Pocket Reference to the International List of Causes of Death.....	1,500	24	36,000
The Market of British Malaya.....	10,000	32	320,000
Representation in British and Foreign Markets.....	2,000	112	224,000
Instructions for the Guidance of Officers of the Commercial Intel- ligence Service of Canada.....	2,006	96	192,576
Reports, Bulletins, Press Releases, &c., Issued by the Dominion Bureau of Statistics, Canada.....	50	48	2,400
Parliamentary Representation in Canada.....	1,006	8	8,048
Private Supplement to Bentley's Code, January, 1924.....	500	16	8,000
Preliminary Report of the Mineral Production of Canada, 1923.....	40	40	1,600
Manufactures of the Non-Ferrous Metals in Canada, 1922.....	4,106	40	164,240
.....	1,006	36	36,216
Carried forward.....	8,072,047	86,441	282,796,337

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TABLE NO. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Continued*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	8,072,047	86,441	282,796,337
<i>Trade and Commerce—Continued</i>			
ENGLISH— <i>Continued</i>			
Monthly Report of Coal Statistics for Canada.....	12,012	192	*192,192
Monthly Bulletin of Agricultural Statistics, 1923-24.....	53,811	532	*2,384,908
Agricultural Gazette of Canada, 1923-24.....	16,800	632	*1,763,200
Commercial Intelligence Journal.....	251,559	2,172	*10,334,664
Supplement to the Commercial Intelligence Journal.....	12,468	116	*153,144
Monthly Trade Reports, 1923-24.....	15,540	5,924	*7,665,840
Sixth Census of Canada, 1921—			
Bulletin No. 3.....	3,500	36	126,000
Bulletin No. 12.....	10,000	44	440,000
Consular Regulations of Colombia.....	500	8	4,000
BILINGUAL			
Census of Industry, 1920, The Lumber Industry—Recensement industriel, 1920, L'industrie du bois.....	1,500	112	168,000
Census of Industry, 1921, Central Electric Stations in Canada— Recensement industriel, 1921, Usines électriques centrales du Canada.....	1,600	48	76,800
Vital Statistics, 1921, First Annual Report—Statistiques vitales, 1921, premier rapport annuel.....	1,501	718	1,077,718
Financial Statistics of Provincial Governments in Canada, 1921— Statistique financière des gouvernements provinciaux du Canada, 1921.....	2,006	112	224,672
Census of Industry, 1921 and 1922, Pulp and Paper—Recensement industriel, 1921 et 1922, pulpe et papier.....	1,106	84	92,904
Canal Statistics, 1922—Statistique de canaux, 1922.....	650	52	33,800
Fur Farms of Canada, 1922—Élevage des animaux à fourrure, 1922.	2,006	48	96,288
Statistics of Electric Railways of Canada, 1922—Statistique des tramways électriques du Canada, 1922.....	355	56	19,880
Statistics of Steam Railways of Canada 1922—Statistique de chemins de fer du Canada, 1922.....	750	180	135,000
Fisheries Statistics of Canada, 1922—Statistique des pêcheries, 1922.....	1,906	216	411,696
Statistics of Dairy Factories, 1922—Statistique de l'industrie laitière, 1922.....	3,006	84	252,504
Live Stock and Animal Products Statistics, 1922—Statistique du bétail et des produits animaux, 1922.....	2,000	122	244,000
Annual Report of Criminal Statistics, Year ending September 30, 1922—Rapport annuel sur la statistique de la criminalité, année expirée le 30 septembre 1922.....	800	396	316,800
Annual Report on Education Statistics in Canada, 1922—Rapport annuel statistique de l'instruction publique au Canada, 1922..	2,009	256	514,304
Canadian Exhibition Train—Train-exposition canadien.....	500	8	4,000
Sixth Census of Canada, 1921—Sixième recensement du Canada, 1921—			
Bulletin No. 2.....	2,000	16	32,000
Bulletin No. 4.....	3,500	36	126,000
Bulletin No. 5.....	6,000	40	240,000
Bulletin No. 6.....	6,006	92	552,552
Bulletin No. 7.....	6,006	80	480,480
Bulletin No. 8.....	3,500	32	112,000
Bulletin No. 9.....	5,006	40	200,240
Bulletin No. 10.....	5,006	40	200,240
Bulletin No. 11.....	6,006	56	336,336
Bulletin No. 12.....	1,000	12	12,000
Bulletin No. 13.....	6,000	16	96,000
Bulletin No. 14.....	6,006	98	588,588
Bulletin No. 15.....	3,500	84	294,000
Carried forward.....	8,529,468	99,231	312,799,087

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TABLE No. 8.—Statement of Pamphlet and Miscellaneous Book-work,
Year 1923-24—*Concluded*

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
Brought forward.....	8,529,468	99,231	312,799,087
<i>Trade and Commerce—Concluded</i>			
FRENCH			
Mesurage de la gazoline.....	50	8	400
Rapport de la commission des grairs du Canada, 31 août 1922.....	300	64	19,200
Bulletin de renseignements commerciaux.....	26,578	590	*593,544
La Gazette agricole du Canada.....	2,900	540	*312,900
Bulletin mensuel de la statistique agricole, 1923.....	11,202	484	*492,128
Totals.....	8,570,498	100,917	314,224,259
Totals (March 31, 1923).....	7,106,585	70,040	232,645,748

SESSIONAL PAPER No. 27

TABLE No. 9.—Statement of other Letterpress Departmental Work for the Fiscal Year 1923-24

Department	Envelopes	Copies other work
Advisory Research Council.....	17,925	22,000
Agriculture.....	2,856,565	6,918,195
Air Board.....		747
Archives.....	2,000	7,832
Auditor General.....	5,000	219,023
Canadian National Railways.....		1,150
Chief Electrical Officer.....	2,000	70,102
Civil Service Commission.....	296,234	1,115,774
Customs and Excise.....	424,450	24,968,696
Exchequer Court.....		2,825
Experimental Farms.....	718,050	1,076,454
External Affairs.....	62,575	469,280
Finance.....	2,581,109	17,827,138
Government Contract Supervision Committee.....	75,975	22,500
Governor General's Secretary.....		21,297
Health.....	108,022	925,572
House of Commons.....	200,790	132,867
Immigration and Colonization.....	281,320	3,569,699
Indian Affairs.....	172,625	618,409
Insurance.....	25,600	227,345
Interior.....	797,377	4,911,908
Justice.....	81,025	298,849
Labour.....	63,035	2,279,686
Library of Parliament.....	8,000	11,500
Marine and Fisheries.....	821,668	3,545,892
Mines.....	203,108	398,736
National Defence.....	751,325	4,476,495
Naval Service.....		26,500
Northwest Territories.....	47,500	69,100
Patent and Copyright Office.....	148,850	421,660
Penitentiaries.....		3,555
Post Office.....	7,404,610	77,901,600
Privy Council.....	250	18,612
Public Printing and Stationery.....	1,002,848	4,082,625
Public Works.....	685,612	3,295,970
Purchasing Commission.....		2,000
Railway Commission.....	1,000	141,200
Railways and Canals.....	192,975	1,240,403
Royal Canadian Mounted Police.....	212,670	593,830
Royal Mint.....		1,158
Secretary of State.....	198,575	580,045
Senate.....	53,650	48,709
Soldiers' Civil Re-Establishment.....	55,000	1,072,705
Soldier Settlement Board.....		845,575
Supreme Court.....	2,000	8,339
Trade and Commerce.....	1,161,245	3,317,414
Totals.....	21,722,563	167,810,971
Totals (March 31, 1923).....	18,465,527	166,543,988

TABLE No. 10.—Statement showing the Number of Half-tone Plates or other Insertions in Annual and Supplementary Reports. (None inserted in 1923-24)

TABLE NO. 11—Statement of Books Bound during the Fiscal Year 1923-24

Department	Full Leather	Half Leather	Quarter Leather	Cloth
Agriculture.....	65	273	240	20,055
Archives.....			1	3
Auditor General.....		13	11	129
Canadian National Railways.....		2		
Chief Electoral Officer.....		10		2
Civil Service Commission.....	1	42		8
Customs and Excise.....	301	1,958	1,008	15,267
Exchequer Court.....	13	8		1
Experimental Farms.....	3	2		1,772
External Affairs.....	3	71	17	107
Finance.....	1	57	112	371
Governor General's Secretary.....				7
Health.....			60	2,313
House of Commons.....	1	54	18	7,157
Immigration and Colonization.....		13	99	4,379
Indian Affairs.....	5	63	42	1,192
Insurance.....		33	5	7,242
Interior.....	57	183	644	6,778
Justice.....	45	174	12	1
Labour.....			41	1,023
Library of Parliament.....	9	865	70	65
Marine and Fisheries.....		29	158	16,309
Mines.....	59	248	73	6,613
National Defence.....	3	12	44	4,918
Naval Service.....			3	2
Northwest Territories.....				400
Patent and Copyright Office.....	41	37	83	345
Penitentiaries.....		9		
Post Office.....		734	1,856	34,939
Privy Council.....	8	1		2
Public Printing and Stationery.....		167	12	39,907
Public Works.....	3	87	46	2,089
Purchasing Commission.....			5	
Railway Commission.....	1	3		1
Railways and Canals.....		8	66	1,719
Royal Canadian Mounted Police.....		43	12	598
Royal Mint.....	1	6		
Secretary of State.....		114	18	10
Senate.....	27	7	19	1,030
Soldiers' Civil Re-Establishment.....		1	2	2,770
Soldier Settlement Board.....		30		1,085
Supreme Court.....		6		
Trade and Commerce.....	50	100	63	4,154
Totals.....	697	5,463	4,840	184,763
Totals (March 31, 1923).....	1,692	4,093	5,339	235,223

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TABLE No. 12.—Number of Pads made during the Fiscal Year 1923-24

Department	Quantity
Agriculture.....	9,929
Auditor General.....	36
Civil Service Commission.....	2,570
Customs and Excise.....	42,588
Experimental Farms.....	200
External Affairs.....	973
Finance.....	13,078
Health.....	253
House of Commons.....	6,803
Immigration and Colonization.....	9,023
Indian Affairs.....	1,389
Interior.....	11,973
Justice.....	902
Labour.....	1,851
Library of Parliament.....	70
Marine and Fisheries.....	9,485
Mines.....	877
National Defence.....	16,381
Northwest Territories.....	24
Patent and Copyright Office.....	616
Post Office.....	141,045
Privy Council.....	120
Public Printing and Stationery.....	74,339
Public Works.....	7,940
Railway Commission.....	204
Railways and Canals.....	3,301
Royal Canadian Mounted Police.....	3,185
Secretary of State.....	281
Senate.....	1,184
Soldiers' Civil Re-Establishment.....	1,236
Soldier Settlement Board.....	880
Supreme Court.....	150
Trade and Commerce.....	14,125
Total.....	377,011
Total (March 31, 1923).....	493,741

TABLE No. 13.—Statement of Prepaid Post Office Envelopes made and stamped during the Fiscal Year 1923-24

	Quantity made and stamped
One-cent envelopes.....	1,703,500
Two-cent envelopes.....	1,255,000
Three-cent envelopes.....	2,972,800
Total.....	5,931,300
Total (March 31, 1923).....	7,100,500

TABLE NO. 14.—Statement of the Die Stamping of Letter and Note Headings and Envelopes during the Fiscal Year 1923-24

Department	Foolscap, Half Cap, and Letter Half Letter	Note and Half Note	Envelopes	Number of Impressions
Agriculture.....	39,018	50,650	65,674	155,342
Archives.....		2,500	2,500	5,000
Auditor General.....	4,000	2,000	2,000	8,000
Civil Service Commission.....			4,500	4,500
Customs and Excise.....		11,000		11,000
Exchequer Court.....	4,000	1,000	1,000	6,000
External Affairs.....	33,000	12,300	28,100	73,400
Finance.....	10,000		111,450	121,450
Governor General's Secretary.....	18,375	31,325	42,700	92,400
Health.....	8,000	2,250		10,250
House of Commons.....	19,000	28,100	394,316	441,422
Immigration and Colonization.....	29,500	3,000	9,500	42,000
Indian Affairs.....	14,000	1,300	2,520	17,820
Interior.....	35,150	2,150	22,000	59,300
Justice.....	10,500	6,750	5,250	22,500
Labour.....	20,000	1,000	10,000	31,000
Marine and Fisheries.....	4,000	100		4,100
Mines.....	5,000			5,000
National Defence.....	25,000	7,000	2,000	34,000
Patent and Copyright Office.....	5,000			5,000
Post Office.....	57,200	9,000	491,182	557,382
Privy Council.....	25,500	3,750	20,000	49,250
Public Printing and Stationery.....	8,000		52,000	60,000
Public Works.....	30,000	1,050	9,500	40,550
Railway Commission.....	4,000	3,060	3,000	10,060
Railways and Canals.....	37,000	20,000	5,000	62,000
Royal Canadian Mounted Police.....		6,000	6,000	12,000
Royal Mint.....			5,000	5,000
Secretary of State.....	64,000	15,000	9,000	88,000
Senate.....	80,250	52,500	53,275	186,025
Soldiers' Civil Re-Establishment.....	50,075	2,200	1,500	53,775
Soldier Settlement Board.....		5,000		5,000
Supreme Court.....	5,000		1,000	6,000
Trade and Commerce.....	25,000	8,000	4,000	37,000
Totals.....	669,574	287,985	1,363,967	2,321,526
Totals (March 31, 1923).....	638,350	495,636	934,244	2,068,230

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TABLE No. 15.—Statement of the Loose-Leaf Work performed during the Fiscal Year 1923-24

Department	Binders	Loose Leaves	Index Leaves	Index Cards
Advisory Research Council.....	1	.....	29	.....
Agriculture.....	58	289,775	571	25,500
Archives.....	.....	100	.....	.....
Auditor General.....	16	11,200	183	.....
Canadian National Railways.....	429	8,992	1,795	.....
Civil Service Commission.....	.....	21,550	29	.....
Customs and Excise.....	926	560,680	5,800	.....
Experimental Farms.....	58	134,600	.....	.....
External Affairs.....	3	70,214	563	.....
Finance.....	1,928	447,528	513	10,000
Government Contract Supervision Committee.....	.....	500	.....	.....
Governor General's Secretary.....	4	750	58	.....
Health.....	24	9,300	131	.....
House of Commons.....	8	2,300	263	.....
Immigration and Colonization.....	39	19,800	1,822	.....
Indian Affairs.....	14	62,900	607	27
Insurance.....	12	12	348	.....
Interior.....	185	250,264	1,828	2,000
Justice.....	33	39,451	476	.....
Labour.....	2	26,800	.....	.....
Library of Parliament.....	.....	500	.....	.....
Marine and Fisheries.....	192	325,954	2,851	.....
Mines.....	175	28,300	29	.....
National Defence.....	209	229,836	3,228	.....
Naval Service.....	4	3,500	.....	.....
Northwest Territories.....	5	3,150	100	.....
Patent and Copyright Office.....	6	7,850	87	.....
Penitentiaries.....	3	200	9	.....
Post Office.....	168	497,585	650	.....
Privy Council.....	4	.....	.....	.....
Public Printing and Stationery.....	43	724,740	7,458	227,550
Public Works.....	60	77,910	1,053	1,000
Purchasing Commission.....	.....	5,000	.....	.....
Railway Commission.....	1	1,500	.....	.....
Railways and Canals.....	355	225,810	2,297	.....
Royal Canadian Mounted Police.....	69	164,919	74	500
Secretary of State.....	3	5,400	73	.....
Senate.....	1	.....	.....	.....
Soldiers' Civil Re-Establishment.....	26	116,250	.....	.....
Soldier Settlement Board.....	60	39,100	1,602	.....
Trade and Commerce.....	200	837,515	244	25,250
Totals.....	5,324	5,271,735	34,771	291,827
Totals (March 31, 1923).....	4,328	4,429,073	542,368	2,239,792

TABLE No. 16.—Comparative Statement of the Number of Letterpress Impressions for the last Eight Fiscal Years

Years	Impressions
1916-17.....	103,367,779
1917-18.....	112,502,835
1918-19.....	100,522,456
1919-20.....	111,937,537
1920-21.....	94,563,860
1921-22.....	94,482,190
1922-23.....	98,789,239
1923-24.....	109,417,386

LITHOGRAPHING, ENGRAVING AND PRINTING EXECUTED IN COMMERCIAL ESTABLISHMENTS.

The following is a report of the work executed for Parliament and the various departments in commercial lithographing, engraving and printing establishments during the fiscal year ending March 31, 1924.

8. Pamphlet and miscellaneous book-work.
9. Other letterpress departmental work.
11. Books bound.
12. Pads made.
13. Making and stamping of prepaid Post Office envelopes.
14. Die stamping.
15. Loose-leaf work.
17. Lithographed maps, plans, cheques and forms.
18. Half-tones, line cuts, electros and dies made.

TABLE NO. 8.—Statement of Pamphlet and Miscellaneous Book-work, Year 1923-24

In this table and in other tables which contain a column giving the total number of printed pages, the figures in the total column coincide, as a rule, with those obtained by multiplying the number of copies by the number of pages. In some cases, however, a printing job includes different sections or series which vary as to number of copies and number of pages; the two first columns do not therefore multiply into the figures as shown in the total column but represent the total number of pages printed. Cases of this class are denoted by an asterisk ().

Description	Number of Copies	Number of Pages	Total Number of Printed Pages
<i>Agriculture—</i>			
<i>ENGLISH</i>			
Histology of Three Webworm Parasites.....	500	20	10,000
Natural Control White Marked Tussock Moth.....	500	24	24,000
<i>Immigration and Colonization—</i>			
<i>ENGLISH</i>			
Canada Descriptive Atlas, 1923.....	314,880	80	25,190,400
A Manual of Citizenship, 1923.....	54,300	34	1,846,200
Canada Descriptive Atlas, 1923 (reprint).....	228,460	80	18,276,800
<i>Interior—</i>			
<i>ENGLISH</i>			
List of Unoccupied Farms for Sale.....	80,075	688	*3,442,400
Preliminary Report on the Relation of Various Ducks and Gulls to the Propagation of Sockeye Salmon at Henderson Lake, B.C.....	100	8	800
<i>GERMAN</i>			
Natürliche Hilfsquellen der Prairie Provinzen.....	20,000	14	280,000
<i>Labour—</i>			
<i>ENGLISH</i>			
Factory Legislation in Canada.....	300	8	2,400
Proposed Amendments to the Industrial Disputes Investigation Act.....	2,000	16	32,000
League of Nations International Labour Organization.....	400	8	3,200
Canadian Laws Governing the Employment of Women.....	500	16	8,000
The <i>Labour Gazette</i> , Nos. 3 to 11, Vol. XXIII.....	105,700	1,136	13,304,600
<i>FRENCH</i>			
La <i>Gazette du Travail</i> , Nos. 3 to 11, Vol. XXIII.....	18,675	1,221	2,524,600
<i>Railways and Canals—</i>			
<i>ENGLISH</i>			
Reply to Memorial of Grand Trunk Railway Shareholders' Committee.....	639	10	6,390
<i>Soldiers' Civil Re-Establishment—</i>			
<i>FRENCH</i>			
Renseignements utiles pour les soldats de l'armée canadienne.....	10,000	86	860,000
Totals.....	837,029	3,449	65,811,790
Totals (March 31, 1923).....	647,075	3,070	51,647,250

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TABLE No. 9.—Statement of other Letterpress Departmental Work for the Fiscal Year 1923-24

Department	Envelopes	Copies other work
Agriculture.....	54,000	3,728,600
Civil Service Commission.....		500
Customs and Excise.....		1,400
Experimental Farms.....	10,150	256,180
External Affairs.....		2,000
House of Commons.....		508
Immigration and Colonization.....	25,000	2,000
Insurance.....	2,000	
Interior.....		896,300
Justice.....	2,000	2,100
Labour.....		634,905
Marine and Fisheries.....	25,000	16,038
National Defence.....		11,155
Northwest Territories.....		250
Patent and Copyright Office.....		10,500
Post Office.....		20,681,081
Public Works.....	19,700	21,000
Railways and Canals.....		14,000
Secretary of State.....		2,500
Soldiers' Civil Re-Establishment.....		33,600
Trade and Commerce.....		1,108,500
Totals.....	137,850	27,423,117
Totals (March 31, 1923).....	90,045	20,287,301

TABLE No. 11.—Statement of Books Bound during the Fiscal Year 1923-24

Department	Half Leather	Quarter Leather	Cloth
Interior.....			44
Mines.....	16		
Post Office.....			11,186
Totals.....	16		11,230
Totals (March 31, 1923).....		45	50

TABLE No. 12.—Number of Pads made during the Fiscal Year 1923-24

Department	Quantity
Agriculture.....	1,724
Chief Electoral Officer.....	600
Customs and Excise.....	2,920
Marine and Fisheries.....	1,265
Post Office.....	1,367,789
Public Printing and Stationery.....	31,984
Public Works.....	2,000
Total.....	1,408,282
Total (March 31, 1923).....	105,124

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TABLE NO. 13.—Stamping of Prepaid Post Office Envelopes made and stamped during the Fiscal Year 1923-24

	Quantity made and stamped
One-cent envelopes.....	762,750
Two-cent envelopes.....	155,000
Three-cent envelopes.....	66,000
Total.....	983,750

TABLE NO. 14.—Statement of the Die Stamping of Note Headings during the Fiscal Year 1923-24

Department	Note and Half Note
House of Commons.....	340
Total.....	340
Total (March 31, 1923).....	400

TABLE NO. 15.—Statement of the Loose-Leaf Work performed during the Fiscal Year 1923-24

Department	Binders	Loose Leaves	Index Leaves
Agriculture.....	2	1,000	.....
Customs and Excise.....	1	1,150
National Defence.....	2,000
Public Works.....	1	16
Totals.....	4	4,150	16

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TABLE NO. 17.—Statement giving the Number of Maps, Plans, Cheques and Forms Lithographed during the Fiscal Year 1923-24

Department	Maps and Plans	Cheques and Forms
Agriculture.....		35,000
Archives.....		1,700
Civil Service Commission.....		2,000
Customs and Excise.....	30,000	121,900
Exchequer Court.....		200
External Affairs.....		5,000
Finance.....		1,167,800
Health.....		5,000
House of Commons.....		469,800
Immigration and Colonization.....	1	119,000
Indian Affairs.....		37,700
Interior.....	213,895	60,750
Justice.....	5,862	4,700
Labour.....	10,000	
Library of Parliament.....		700
Marine and Fisheries.....	383,458	204,800
Mines.....	149,328	9,550
National Defence.....		80,205
Naval Service.....	451	
Patent and Copyright Office.....		89,200
Post Office.....	2,703	1,516,700
Privy Council.....		250
Public Printing and Stationery.....		81,824
Public Works.....		209,500
Railways and Canals.....		55,500
Royal Canadian Mounted Police.....		29,800
Secretary of State.....		16,002
Soldiers' Civil Re-Establishment.....	3	1,137,378
Soldier Settlement Board.....		20,000
Trade and Commerce.....	164,876	1,270,681
Totals.....	960,577	6,752,640
Totals (March 31 1923).....	715,866	6,014,315

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TABLE NO. 18.—Statement of the Number of Half-tones, Line Cuts, Electros and Dies made during the Fiscal Year 1923-24.

Department	Half-tones	Line Cuts	Electros	Dies
Advisory Research Council.....	5	2		
Agriculture.....	205	97	91	
Auditor General.....				2
Canada Gazette.....		1		
Chief Electoral Officer.....		1	4	
Civil Service Commission.....			12	
Customs and Excise.....		2	32	2
Exchequer Court.....				1
Experimental Farms.....	263	32	161	
External Affairs.....				2
Finance.....			74	
Governor General's Secretary.....			42	
Health.....	89	64	175	1
House of Commons.....		12		
Immigration and Colonization.....	59	3	110	6
Indian Affairs.....				2
Insurance.....	15	3	2	
Interior.....	252	81	95	2
Justice.....		3	1	3
Labour.....		17	1	1
Marine and Fisheries.....	87	55	23	2
Militia and Defence.....	17	1		
Mines.....	87	241	5	1
National Defence.....	6	37	10	1
Naval Service.....		1		
Northwest Territories.....	35	4	1	
Patent and Copyright Office.....		8,668		1
Post Office.....	10	12	287	31
Privy Council.....		1		4
Public Printing and Stationery.....		14	99	6
Public Works.....		1,001		
Railways and Canals.....	28	11	2	
Royal Canadian Mounted Police.....	4	8		
Secretary of State.....		2	1	
Senate.....				2
Soldiers' Civil Re-Establishment.....		11		3
Soldier Settlement Board.....		10		
Trade and Commerce.....	19	213	10	3
Totals.....	1,181	10,608	1,238	76
Totals (March 31, 1923).....	984	12,910	1,014	112

ACCOUNTANT'S BRANCH

OTTAWA, August 1, 1924.

SIR,—I have the honour to submit the following report of the transactions of this branch of the department for the fiscal year ending March 31, 1924. Complete details of the financial operations of the department will be found under the following heads:—

1. General Financial Statement.
2. Letter of Credit Account.
3. King's Printer's Advance Account.
4. Printing Branch Account and comparative statements.
5. Stationery Branch Account and comparative statements.
6. Appropriations, detail of expenditure.
7. *Canada Gazette*, comparative statement of Revenue and Expenditure.
8. Casual Revenue Account.
9. Government Newspaper Advertising Accounts.

Respectfully submitted,

F. G. BRONSKILL,
Chief Accountant.

1. GENERAL FINANCIAL STATEMENT FOR THE FISCAL YEAR ENDING MARCH 31, 1924

Dr.

Dr.

	Printing Branch		Stationery Branch		Casual Revenue Receipts	Appropriation Credits	Total
	Letter of Credit Receipts	Work completed and chargeable to Departments	Letter of Credit	Goods purchased and chargeable to Departments			
	\$	cts.	\$	cts.	\$	cts.	\$
KING'S PRINTER'S ADVANCE ACCOUNT							
Advances to Printing Branch Account by letter of credit.....	\$	2,020,463 25					
Advances to Printing Branch Account by cheques on New York.....		4,583 19					
Advances to Printing Branch Account by bills of exchange.....		876 08					
							2,025,922 52
Advances to Stationery Branch Account by							
letter of credit.....		940,275 62					
Advances to Stationery Branch Account by cheques on New York.....		22,002 68					
Advances to Stationery Branch Account by bills of exchange.....		16,379 41					
Advances to Stationery Branch Account by cheques on Paris, France.....		886 40					
Advances to Stationery Branch Account by cheques on Geneva, Switzerland.....		2 66					
Advances to Stationery Branch Account by cheque on Kobenhavn V., Denmark.....		90 15					
Advances to Stationery Branch Account by cheques on S Gravenhage, Holland.....		223 17					
Advances to Stationery Branch Account by cheques on Bruxelles, Belgium.....		1 00					
Advances to Stationery Branch Account by cheques on Dusseldorf, Germany.....		1 75					
			979,862 84				979,862 84
Printing, binding, etc., chargeable to departments.....		1,087,348 46					
Paper stock used on above work.....		329,001 09					
Empty spools sold to public.....		624,871 54					
Electros sold to public.....		38 63					
		16 70					
Total.....							2,041,276 42

Stationery, etc., chargeable to departments.....	.....	.....	.....	991,259 79	.....	.....
Discarded typewriters sold to public.....	.....	.....	.....	1,608 50	.....	.....
Total.....	.....	.....	.....	.....	.....	992,868 29
CASUAL REVENUE ACCOUNT						
Proceeds of sales—	.....	.....	.....	.....	.....	.....
Parliamentary publications to departments.....	.....	.....	.....	.....	16,103 60	.....
Parliamentary publications to public.....	.....	.....	.....	.....	28,068 07	.....
<i>Canada Gazette</i> , advertising and subscriptions.....	.....	.....	.....	.....	72,167 44	.....
Waste paper, packing cases, etc., to public.....	.....	.....	.....	.....	30,732 36	.....
Refund of Sales Tax.....	.....	.....	.....	.....	108 66	.....
Excess of revenue over expenditure in Printing Branch Account.....	.....	.....	.....	.....	15,353 90	.....
Total.....	.....	.....	.....	.....	.....	162,534 03
APPROPRIATIONS						
Gratuities.....	.....	.....	.....	.....	.....	794 00
Civil Government salaries.....	.....	.....	.....	.....	.....	65,765 00
Civil Government contingencies.....	.....	.....	.....	.....	.....	10,500 00
Printing, binding and distributing the annual statutes.....	.....	.....	.....	.....	.....	16,000 00
Plant—New.....	.....	.....	.....	.....	.....	66,000 00
Plant—Renewals.....	.....	.....	.....	.....	.....	30,000 00
Miscellaneous printing.....	.....	.....	.....	.....	.....	20,000 00
<i>Canada Gazette</i>.....	.....	.....	.....	.....	.....	45,000 00
Distribution of parliamentary documents.....	.....	.....	.....	.....	.....	40,000 00
Provisional bonus allowance.....	.....	.....	.....	.....	.....	45,088 13
Public Service Retirement Act, 11-12 Geo. V., Chap. 49.....	.....	.....	.....	.....	.....	5,364 78
Commission of Conservation, Vote No. 570.....	.....	.....	.....	.....	.....	1,034 55
Total.....	.....	.....	.....	.....	.....	346,146 46
Grand total.....	2,025,922 52	2,041,276 42	979,862 84	992,868 29	162,534 03	346,146 46
						6,548,610 56

1. GENERAL FINANCIAL STATEMENT—*Concluded*

Cr.

Cr.

	Printing Branch		Stationery Branch		Casual Revenue Deposits	Appropriation Expenditure	Total
	Letter of Credit Expenditure	Receipts from Departments	Letter of Credit Expenditure	Receipts from Departments			
	\$	cts.	\$	cts.	\$	cts.	\$
KING'S PRINTER'S ADVANCE ACCOUNT							
Expenditure on Printing Branch Account—							
Wages.....	954,380	78					
Printing material.....	67,756	76					
Paper stock.....	621,423	84					
Outside work.....	350,145	72					
Miscellaneous expense.....	19,079	13					
Char service and cleaning material.....	13,136	29					
Total.....							2,025,922 52
Expenditure on Stationery Branch Account—							
Goods, stationery.....			855,860	23			
Wages.....			92,612	72			
Miscellaneous expense.....			31,389	89			
Total.....							979,862 84
Deposits to Credit of Dominion Government—							
Sales of printing, etc., to departments.....		2,041,221		09			
“ empty spools.....		38		63			
“ electros.....		16		70			
Total.....							2,041,276 42
Sales of stationery, etc., to departments.....							
“ discarded typewriters.....							
Total.....				991,259 79			992,868 29
				1,608 50			

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CASUAL REVENUE

Deposits to credit of Dominion Government—
 Sales of parliamentary publications to departments—
 “ parliamentary publications to public.....
 “ *Canada Gazette*, advertising and subscriptions.....
 “ waste paper, empty cases, etc., to public.....
 Refund of Sales Tax.....
 Entry Warrant—
 Excess of revenue over expenditure in Printing Branch
 Account, transferred to credit of Casual Revenue
 Account.....

102,534 03

15,353 90

APPROPRIATIONS

Expenditure—

Gratuities.....
 Civil Government salaries.....
 Civil Government contingencies.....
 Printing, binding and distributing the annual statutes.....
 Plant—New.....
 Plant—Renewals.....
 Miscellaneous printing.....
Canada Gazette.....
 Distribution of parliamentary documents.....
 Provisional bonus allowance.....
 Public Service Retirement Act, 11-12 Geo. V, chap. 49.....
 Commission of Conservation, Vote No. 570.....

Total.....

317,654 07

Unexpended balances—

Civil Government salaries.....
 Civil Government contingencies.....
 Printing, binding and distributing the annual statutes.....
 Plant—New.....
 Plant—Renewals.....
 Miscellaneous printing.....
Canada Gazette.....
 Distribution of parliamentary documents.....

Total.....

28,492 39

Grand total.....

6,548,610 56

16,103 60
 28,068 07
 72,167 44
 30,732 36
 108 66

794 00
 61,200 04
 10,481 49
 8,528 04
 65,754 29
 29,061 38
 18,089 03
 34,726 51
 35,421 23
 45,688 13
 5,304 78
 1,034 55

4,564 96
 18 51
 7,471 96
 245 71
 38 62
 1,300 37
 10,273 49
 4,578 77

28,492 39
 346,146 46

162,534 03

992,863 29

979,862 84

2,041,276 42

2,025,922 52

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2. LETTER OF CREDIT ACCOUNT

Amount received by letters of credit for the fiscal year ending March 31, 1924.....	\$ 3,203,209 42
Amount received by bills of exchange.....	17,268 33
Amount received by cheques on New York.....	43,348 27
Amount received by cheques on Kobenhavn, V., Denmark.....	90 15
Amount received by cheques on Paris, France.....	886 40
Amount received by cheques on Geneva, Switzerland.....	2 66
Amount received by cheques on S'Gravenhage, Holland.....	223 17
Amount received by cheques on Bruxelles, Belgium.....	1 00
Amount received by cheques on Dusseldorf, Germany.....	1 75
Total.....	\$ 3,265,031 15
Detail, by accounts of net expenditure drawn on above credit account—	
Printing Branch Account.....	\$ 2,025,922 52
Stationery Branch Account.....	979,862 84
Printing, binding and distributing the annual statutes.....	8,528 04
Plant—New.....	65,754 29
Plant—Renewals.....	29,961 38
Canada Gazette.....	34,726 51
Miscellaneous printing.....	18,699 63
Distribution of parliamentary documents.....	35,421 23
Gratuities.....	794 00
Provisional bonus allowance.....	45,688 13
Public Service Retirement Act, 11-12 Geo. V., Chap. 49.....	5,364 78
Commission of Conservation, Vote No. 570.....	1,034 55
	3,251,757 90
Refunds deposited to respective accounts—	
Printing Branch Account.....	\$ 8,385 52
Stationery Branch Account.....	4,887 73
	13,273 25
Total.....	\$ 3,265,031 15

3. KING'S PRINTER'S ADVANCE ACCOUNT

Balance brought forward—Excess of expenditure over revenue on Stationery Branch account from fiscal year 1922-23.....	\$ 99,602 68
Advances to King's Printer during fiscal year 1923-24—	
For Printing Branch.....	\$ 2,034,308 04
For Stationery Branch.....	984,750 57
	3,019,058 61
Amount received for printing, etc., in excess of expenditure on same.....	15,353 90
	\$ 3,134,015 19
Deposits to credit of Receiver General made by the King's Printer to cover advances during the fiscal year 1922-23—	
Amount received from departments and Parliament for printing, etc.....	\$ 2,041,221 09
Amount from sale of empty spools.....	38 63
Amount from sale of electros.....	16 70
	\$ 2,041,276 42
Amount of refunds—Printing Branch.....	8,385 52
	\$ 2,049,661 94
Amount received from departments and Parliament for stationery, etc.....	\$ 991,259 79
Amount from discarded typewriters.....	1,608 50
	\$ 992,868 29
Amount of refunds—Stationery Branch.....	4,887 73
	\$ 997,756 02
Excess of expenditure over revenue on Stationery Branch Account.....	83,499 12
	1,081,255 14
	\$ 3,130,917 08
Amount by which the stock of Stationery Branch was increased during the fiscal year 1923-24.....	3,098 11
	\$ 3,134,015 19

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4. PRINTING BRANCH ACCOUNT

Inventory on April 1, 1923.....		\$ 328,738 58
Expenditure for the fiscal year 1923-24—		
Wages.....	\$ 954,380 78	
Printing material.....	\$ 66,573 37	
Customs duties (rechargeable).....	1,183 39	
	67,756 76	
Paper stock.....	\$ 621,359 44	
Customs duties (rechargeable).....	64 40	
	621,423 84	
Outside work.....	350,145 72	
Office printing.....	14,363 97	
Office stationery.....	2,137 75	
Freight.....	1,663 18	
Customs duties.....	265 93	
Brokerage.....	27 50	
Medical and hospital.....	620 80	
	19,079 13	
Char service and cleaning material.....	13,136 29	
	2,025,922 52	
Excess of revenue over expenditure during the fiscal year 1923-24 transferred to credit of		
Casual Revenue Account.....	15,353 90	
Net credit balance for the fiscal year 1923-24.....	26,814 85	
	<u>\$ 2,396,829 85</u>	
Revenue for the fiscal year 1923-24—		
Sale of inside work, printing, etc., to departments and Parliament.....	\$ 1,712,220 00	
Sale of outside work to departments and Parliament.....	329,001 09	
	\$ 2,041,221 09	
Sale of empty spools.....	38 63	
Sale of electros.....	16 70	
	55 33	
	<u>\$ 2,041,276 42</u>	
Inventory on March 31, 1924.....	355,553 43	
	<u>\$ 2,396,829 85</u>	

DETAIL OF INVENTORY OF PRINTING BRANCH AS ON MARCH 31, 1924

Work in process—Labour and burden—		
Hand composition.....	\$ 29,851 68	
Monotype composition.....	12,700 31	
Linotype composition.....	16,511 40	
	\$ 59,063 39	
Stereotyping.....	1,552 68	
Press work.....	12,588 51	
Binding.....	13,920 28	
Die-stamping.....	394 57	
Engraving.....	2,062 50	
	\$ 89,581 93	
Work in process—Material—		
Press division—Ink.....	\$ 450 43	
Bindery division.....	839 66	
Engraving division.....	10 77	
Lumber, nails.....	233 84	
Paper.....	67,934 47	
	\$ 69,469 17	
Materials, etc., on hand in different divisions—		
Paper stores division.....	\$ 96,127 85	
Printing stores division.....	52,158 04	
Mechanical division.....	1,548 45	
Hand composing division.....	21 21	
Monotype composing division.....	2 47	
Linotype composing division.....	4 29	
Stereotyping division.....	57 30	
Press division.....	1,387 76	
Bindery division.....	4,273 28	
Engraving division.....	897 16	
	\$ 156,477 81	
Amount for lithographing, printing, binding, etc., paid to outside firms and not charged to departments and Parliament on March 31, 1924.....	40,024 52	
	<u>\$ 355,553 43</u>	

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STATEMENT, by Departments, of accounts paid for Printing, Binding, Lithographing, etc., done outside the Department, during the fiscal year ending March 31, 1924.

Department	Express and Freight paid to transportation companies		Printing, Binding and Lithographing		Total	
	\$	cts.	\$	cts.	\$	cts.
Agriculture.....	161	77	35,353	05	35,514	82
Archives.....			1,702	75	1,702	75
Auditor General.....			18	90	18	90
Chief Electoral Officer.....			24	48	24	48
Civil Service Commission.....			39	46	39	46
Customs and Excise.....	68		614	80	615	48
Exchequer Court.....			28	25	28	25
External Affairs.....	1	95	275	01	276	96
Finance.....	10,548	85	9,677	88	20,226	73
Governor General's Secretary.....			38	00	38	00
Health.....	3	90	1,394	18	1,398	08
House of Commons.....	1	90	1,105	51	1,107	41
Immigration and Colonization.....	1,108	11	72,648	12	73,756	23
Indian Affairs.....			223	36	223	36
Insurance.....	90		152	27	153	17
Interior.....	234	57	26,329	87	26,564	44
International Joint Commission.....			364	67	364	67
Justice.....	80		1,447	05	1,447	85
Labour.....	36	91	25,026	06	25,062	97
Library of Parliament.....			19	61	19	61
Marine and Fisheries.....	125	27	26,135	00	26,260	27
Mines.....	9	43	17,240	89	17,250	32
National Defence.....			2,674	67	2,674	67
Northwest Territories.....	1	85	790	25	792	10
Patent and Copyright Office.....	25	61	8,491	11	8,516	72
Penitentiaries.....			8,768	42	8,768	42
Post Office.....	129	77	80,567	94	80,697	71
Privy Council.....			66	00	66	00
Public Printing and Stationery.....	1	73	2,195	57	2,197	30
Public Works.....	3	20	794	83	798	03
Railways and Canals.....	1	65	308	81	310	46
Railway Commission.....			13	41	13	41
Research Council of Canada.....			41	77	41	77
Royal Canadian Mounted Police.....			237	97	237	97
Secretary of State.....			2,333	88	2,333	88
Senate of Canada.....			397	54	397	54
Soldiers' Civil Re-establishment.....			2,919	89	2,919	89
Soldier Settlement Board.....			64	99	64	99
Supreme Court.....			10	00	10	00
Trade and Commerce.....	163	50	7,047	83	7,211	33
	12,562	35	337,584	05	350,146	40
Credits:—						
National Gallery—Refund Sales Tax.....0.34						
Purchasing Commission—Refund Sales Tax.....0.34			68		68	
	12,562	35	337,583	37	350,145	72

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STATEMENT of Printing, Lithographing, etc., and Paper Supplied to Departments
and Parliament for the Fiscal Year ending March 31, 1924

Department	Outside Work	Inside Printing, Binding, etc.	Paper	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Advisory Research Council.....	41 77	746 36	300 60	1,088 73
Agriculture.....s.....	16,460 70	91,542 99	66,617 01	174,620 70
Air Board.....		21 20		21 20
Archives.....	1,818 26	8,988 46	1,798 10	12,604 82
Auditor General.....	18 90	15,892 57	3,405 45	19,316 92
Canadian National Railways.....		2,243 04	217 92	2,460 96
Chief Electoral Officer.....	24 48	3,117 89	718 73	3,861 10
Civil Service Commission.....	39 46	4,906 06	4,035 71	8,981 23
Customs and Excise.....	520 68	49,748 92	57,686 94	107,956 54
Editorial Committee.....		3 15		3 15
Exchequer Court.....	28 25	209 28	62 35	299 88
External Affairs.....	276 96	9,049 34	3,586 37	12,912 67
Finance.....	19,623 58	32,872 28	65,344 82	117,840 68
Government Contracts Supervision Committee.....		140 15	50 51	190 66
Governor General's Secretary.....	38 00	1,620 86	917 73	2,576 59
Health.....	1,634 27	20,999 66	16,582 12	39,216 05
House of Commons.....	1,046 40	120,513 27	16,794 38	138,354 05
Immigration and Colonization.....	73,669 03	19,386 57	53,317 72	146,373 32
Indian Affairs.....	241 36	5,300 57	2,956 16	8,498 09
Insurance.....	153 17	29,966 16	4,703 35	34,822 68
Interior.....	24,932 11	63,680 89	36,998 76	125,611 76
Justice.....	2,784 24	2,494 53	973 33	6,252 10
Labour.....	22,788 03	16,530 78	9,819 96	49,138 77
Library of Parliament.....	19 61	8,269 23	108 82	8,397 66
Marine.....	27,627 09	61,345 32	20,871 14	109,843 55
Mines.....	17,443 79	41,139 02	11,712 18	70,294 99
Miscellaneous Printing.....		16,581 19	4,429 12	21,010 31
National Defence.....	2,528 55	41,580 29	15,298 82	59,407 66
National Gallery of Canada.....		125 54	84 08	209 62
Northwest Territories.....	236 51	1,175 59	468 02	1,880 12
Patent and Copyright Office.....	9,756 34	26,080 05	5,469 45	41,305 84
Penitentiaries.....	0 99	2,002 71	1,090 09	3,093 79
Post Office.....	88,802 87	123,267 87	98,024 71	310,095 45
Privy Council.....	61 25	679 25	265 62	1,006 12
Public Printing and Stationery.....	2,118 24	68,427 57	45,174 68	115,720 49
Public Works.....	914 08	11,522 04	8,707 66	21,143 78
Purchasing Commission.....		107 96	103 32	211 28
Railways and Canals.....	409 01	10,147 40	5,060 39	15,616 80
Railway Commission.....	33 41	4,410 71	880 25	5,324 37
Royal Mint.....		235 63	31 65	267 28
Royal Canadian Mounted Police.....	238 62	3,638 37	3,502 48	7,379 47
Secretary of State.....	2,333 88	7,453 77	3,788 47	13,576 12
Senate of Canada.....		11,248 10	517 36	11,765 46
Soldiers' Civil Re-establishment.....	2,817 85	6,137 11	9,227 58	18,182 54
Soldier Settlement Board.....	70 49	3,808 70	3,320 02	7,199 21
Supreme Court.....	23 45	6,818 27	4,230 07	11,071 79
Trade and Commerce.....	7,426 09	131,171 79	35,617 54	174,215 42
	329,001 77	1,087,348 46	624,871 54	2,041,221 77
Credits—				
National Gallery.....	0 34			0 34
Government Contracts Supervision Committee.....	0 34			0 34
	329,001 09	1,087,348 46	624,871 54	2,041,221 09

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COMPARATIVE STATEMENT of Printing, Binding, Lithographing, etc., and Paper supplied to Departments and Parliament for the last five fiscal years, 1919-20, 1920-21, 1921-22, 1922-23 and 1923-24.

Department	1919-20	1920-21	1921-22	1922-23	1923-24
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Advisory Research Council.....	1,924 86	1,422 63	2,813 20	2,903 54	1,088 73
Agriculture.....	127,542 83	104,991 09	160,945 90	144,813 89	174,620 70
Air Board.....	3,214 11	23,742 92	11,658 92	2,459 90	21 20
Archives.....	12,612 55	3,211 41	12,502 06	2,325 30	12,604 82
Auditor General.....	3,612 80	4,416 74	4,940 46	18,004 39	19,316 92
Board of Commerce.....	2,878 85	3,783 13			
Canadian National Railways.....	4,713 31	6,105 70	3,466 05	3,307 73	2,460 96
Canadian Patriotic Fund.....	1,662 03	217 49			
Canadian Trade Commission.....	45 89				
Chief Electoral Officer.....		65,651 76	70,330 09	19,212 85	3,861 10
Civil Service Commission.....	22,124 22	17,558 10	15,357 04	8,998 61	8,981 23
Clerk of the Crown in Chancery.....	3,026 63				
Commission of Conservation.....	25,598 41	10,610 16	1,577 65	5 50	
Council on Economy and Efficiency.....		374 74	343 10		
Customs and Excise.....	91,893 26	98,484 34	155,147 43	100,015 93	107,956 54
Departments Generally.....	46 28	457 23			
Dominion Police.....	2,798 36				
Editorial Committee.....		715 92	142 94	153 69	3 15
Exchequer Court.....	428 29	1,179 07	3,225 60	1,988 70	299 83
External Affairs.....	22,083 98	16,754 94	15,023 55	10,557 49	12,912 67
Finance.....	160,760 95	188,356 61	138,205 37	115,228 81	117,840 68
Government Contracts Supervision Committee.....					190 32
Governor General's Secretary.....	2,220 99	3,712 16	2,859 50	2,602 81	2,576 59
Health.....	7,082 40	8,717 22	36,356 21	18,051 75	39,216 05
House of Commons.....	296,616 56	198,295 64	192,450 14	156,780 74	138,354 05
Housing Committee of the Cabinet.....	240 31				
Immigration and Colonization.....	66,635 55	62,076 95	46,827 66	79,383 05	146,373 32
Indian Affairs.....	8,612 79	6,828 48	7,718 45	5,892 06	8,498 09
Inland Revenue.....	19,530 24	45,731 23	1,213 32		
Insurance.....	25,106 46	23,968 84	31,356 74	37,361 57	34,822 68
Interior.....	146,161 11	125,850 82	166,204 17	133,319 45	125,611 76
International Joint Commission.....	2,437 27				
Internment Operations Office.....	239 62				
Justice.....	6,901 34	2,947 34	6,000 17	6,624 04	6,252 10
Labour.....	74,924 00	75,991 69	86,598 32	52,849 63	49,138 77
Library of Parliament.....	6,941 00	9,839 27	11,293 90	7,024 40	8,397 66
Marine.....	42,643 83	53,418 10	71,400 62	85,929 75	109,843 55
Mines.....	54,671 00	53,891 80	71,731 33	78,547 24	70,294 99
Ministry of Overseas Military Forces.....	301 97	171 60			
Miscellaneous Printing.....	98,991 54	72,723 13	67,133 28	8,422 64	21,010 31
National Defence.....	147,662 19	82,061 89	81,998 75	47,711 28	59,407 66
National Gallery of Canada.....	100 03	115 28	261 70	346 02	209 28
National War Savings Committee.....	6,053 78				
Naval Service.....	66,513 86	69,574 25	100,884 21	15,378 49	
Northwest Territories.....	73 87	1,166 10	1,455 34	2,328 20	1,880 12
Patent and Copyright Office.....	25,579 07	40,865 43	34,280 66	41,226 57	41,305 84
Penitentiaries.....	2,732 96	2,505 02	4,328 18	3,365 47	3,093 79
Pension Commissioners.....	19,341 43	19,239 26	4,423 26		
Post Office.....	243,009 57	285,699 45	271,523 64	253,725 57	310,095 45
Privy Council.....	1,673 39	505 49	1,035 41	515 05	1,006 12
Public Information.....	39,271 33	78 60			
Public Printing and Stationery.....	143,323 50	151,451 19	172,357 38	116,217 72	115,720 49
Public Works.....	28,584 43	25,497 24	29,708 94	15,984 76	21,143 78
Purchasing Commission.....			2,431 03	1,713 95	211 28
Railways and Canals.....	11,514 11	38,644 15	17,385 86	12,896 05	15,616 80
Railway Commission.....	4,340 42	4,277 10	4,669 18	5,167 07	5,324 37
Repatriation and Employment Commission.....	1,920 03				
Royal Mint.....	1,022 91	94 47	48 45	74 22	267 28
Royal Canadian Mounted Police.....	12,977 53	14,188 71	14,789 89	7,249 97	7,379 47
Secretary of State.....	15,325 50	16,820 47	20,846 92	11,347 13	13,576 12
Senate of Canada.....	15,130 86	14,222 23	12,499 21	7,843 91	11,765 46
Soldiers' Civil Re-establishment.....	182,660 65	36,632 55	32,863 25	20,887 66	18,182 54
Soldier Settlement Board.....	67,573 31	26,609 15	10,641 46	10,990 36	7,199 21
Supreme Court.....	697 94	8,488 19	14,866 53	11,416 28	11,071 79
Trade and Commerce.....	113,469 88	164,805 24	199,641 56	159,445 50	174,215 42
War Purchasing Commission.....	4,252 88	1,957 33			
Total.....	2,532,031 02	2,297,697 04	2,427,763 98	1,848,596 69	2,041,221 09

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5. STATIONERY BRANCH ACCOUNT

Balance brought forward—Excess of expenditure over revenue from fiscal year, 1922-23....	\$	99,602	68
Inventory, April 1, 1923.....		151,992	49
Amount of goods purchased during fiscal year 1923-24—			
Canadian.....	\$	816,273	01
United Kingdom.....		16,379	41
United States.....		22,002	68
Other countries.....		1,205	13
		855,860	23
Amount of other expenditure during fiscal year 1923-24—			
Wages (direct).....	\$	91,948	11
Wages (indirect)—Mechanical repair and upkeep.....		664	61
		92,612	72
Customs duties and Import Sales tax (rechargeable).....		5,080	82
Brokerage.....		146	50
Office printing.....		1,436	91
Office stationery.....		2,796	20
		4,233	11
Freight, etc., (rechargeable).....		9,956	58
Freight, etc.....		5,095	99
		15,052	57
Postage (rechargeable).....		4,500	00
Char service and cleaning material.....		2,371	85
Sundries.....		5	04
		124,002	61
	\$	1,231,458	01
Amount of goods issued to departments and Parliament during fiscal year 1923-24.....			
	\$	991,259	79
Amount of sale of discarded typewriters.....		1,608	50
	\$	992,868	29
Excess of expenditure over revenue carried to fiscal year 1924-25.....		83,499	12
Inventory, March 31, 1924.....		155,090	60
	\$	1,231,458	01

The stock of goods has been increased \$3,098.11 during the fiscal year.

STATEMENT of Goods purchased and Goods issued to Departments and Parliament in each month for the fiscal year ending March 31, 1924.

Month	Canadian	United Kingdom	United States	Other Countries	Total	Goods Issued
	\$ cts.	\$ cts.	\$ cts.	\$ dts.	\$ cts.	\$ cts.
1923						
April.....	24,514 42			1 32	24,515 74	95,337 10
May.....	68,774 43		1,398 15	3 10	70,175 68	92,577 19
June.....	77,641 96	1,158 07	1,970 36		80,770 39	84,971 39
July.....	52,628 40		1,321 45		53,949 85	63,900 31
August.....	67,533 52	998 78	536 23	0 88	69,069 41	80,953 38
September.....	77,111 03				77,111 03	80,136 36
October.....	82,182 30	5,948 01	4,073 46	90 15	92,293 92	92,090 47
November.....	83,344 79		1,407 36	878 47	85,630 62	71,450 44
December.....	42,722 01				42,722 01	82,193 10
1924						
January.....	65,630 02	1,796 10	3,915 80	1 32	71,343 24	84,313 93
February.....	73,954 04	4,096 07	3,306 00	3 25	81,359 36	90,082 96
March.....	105,019 85	2,395 22	4,092 27	226 64	111,733 98	73,253 16
Refunds on goods purchased	821,056 77 4,783 76	16,392 25 12 84	22,021 08 18 40	1,205 13	860,675 23 4,815 00	
Total of goods purchased and goods issued.....	816,273 01	16,379 41	22,002 68	1,205 13	855,860 23	991,259 79

COMPARATIVE STATEMENT of amount of Goods issued to Departments and Parliament for the last five fiscal years, 1919-20, 1920-21, 1921-22, 1922-23 and 1923-24

Department	1919-20	1920-21	1921-22	1922-23	1923-24
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Advisory Research Council.....	1,094 55	1,059 65	2,736 34	1,847 32	1,484 07
Agriculture.....	49,384 55	61,170 51	59,541 38	55,845 86	63,253 38
Air Board.....	3,309 08	28,040 32	22,246 30	3,789 61	
Archives.....	2,214 22	1,282 92	3,181 47	3,953 10	2,670 88
Auditor General.....	6,143 73	9,169 35	7,238 54	7,306 63	4,939 64
Biological Board.....		2 12			
Board of Commerce.....	7,691 20	4,822 30	5 24		
Canadian National Railways.....	25,787 35	27,406 71	10,370 38	10,910 45	11,956 17
Canadian Patriotic Fund.....	17 38				
Canadian Trade Commission.....		9 00			
Chief Electoral Officer.....		12,733 52	11,469 34	3,184 56	207 31
Civil Service Commission.....	10,693 62	22,624 48	12,514 24	6,209 77	8,937 33
Commission of Conservation.....	3,262 96	2,900 38	347 92	11 25	
Council on Economy and Efficiency.....		1,896 01	512 26		
Customs and Excise.....	48,010 30	62,998 12	80,171 40	62,010 75	73,520 75
Dominion Police.....	1,947 62	3 00			
Editorial Committee.....		473 39	363 47	421 88	69 29
Exchequer Court.....	382 95	276 10	525 01	390 84	582 60
External Affairs.....	6,243 00	4,892 37	5,390 20	4,539 22	5,256 41
Finance.....	96,738 48	94,852 60	78,893 99	53,213 05	42,220 24
Fuel Controller.....	28 80				
Government Contracts Supervision Committee.....					395 15
Governor General's Secretary.....	2,276 14	1,838 30	2,123 16	2,157 25	3,290 62
Health.....	7,193 65	16,872 92	10,196 18	9,284 11	9,434 98
House of Commons.....	14,691 44	22,167 06	11,226 00	10,380 34	8,707 52
Housing Committee of the Cabinet.....	202 31	7 46			
Immigration and Colonization.....	13,249 88	23,110 10	31,698 76	22,841 99	27,447 35
Indian Affairs.....	16,460 70	19,850 33	25,776 16	32,180 77	33,735 53
Inland Revenue.....	4,767 88	21,178 14	1,514 30		
Insurance.....	2,664 89	2,536 77	3,097 47	2,688 98	2,961 15
Interior.....	73,800 51	105,471 88	101,847 92	85,786-59	79,340 25
International Joint Commission.....	22 20	119 66	106 66	21 45	14
Internment Operations Office.....	511 82	32 62			
Justice.....	4,291 97	5,742 79	7,640 27	7,557 54	7,506 19
Labour.....	18,305 45	14,864 03	9,413 31	4,995 59	3,835 93
Library of Parliament.....	599 41	597 73	470 43	534 50	837 00
Marine.....	21,858 77	22,043 80	33,264 40	43,211 28	46,192 68
Mines.....	12,968 01	18,005 06	15,998 59	18,015 55	20,320 68
Ministry of Overseas Military Forces.....	2,135 48	1,247 45	47 22		
National Defence.....	179,715 89	67,775 88	65,385 96	47,933 35	64,440 43
National Gallery of Canada.....	118 82	596 28	215 73	172 61	37 58
National War Savings Committee.....	2,549 92				
Naval Service.....	54,654 02	60,054 98	34,009 40	7,024 48	
Northwest Territories.....		1,818 33	1,615 77	4,414 55	3,417 62
Patent and Copyright Office.....		4,592 12	5,444 96	4,421 82	3,770 33
Penitentiaries.....	3,154 94	5,638 51	6,423 88	8,259 05	7,682 06
Pension Commissioners.....	57,358 03	43,754 84	12,760 83	17 40	
Post Office.....	185,731 96	205,301 61	160,607 94	136,095 93	179,869 20
Privy Council.....	1,799 00	1,360 02	904 95	924 11	1,707 69
Public Information.....	2,067 79				
Public Printing and Stationery.....	892,745 11	66,200 54	51,694 31	78,243 78	70,034 99
Public Works.....	35,495 17	39,691 45	39,160 16	28,771 09	34,652 49
Purchasing Commission.....			1,646 38	1,292 12	136 93
Railways and Canals.....	21,931 80	23,336 17	18,146 27	22,727 66	21,605 51
Railway Commission.....	4,742 08	5,474 58	4,994 29	5,351 53	6,507 51
Reconstruction and Development Committee.....	145 88				
Repatriation Committee.....	869 79				
Royal Mint.....	543 03	390 65	385 82	234 82	204 07
Royal Canadian Mounted Police.....	23,118 68	29,579 38	25,079 11	22,243 41	17,373 92
Russian Famine Fund.....			1,335 98	308 59	
Secretary of State.....	11,128 92	11,504 00	11,541 65	7,752 75	9,216 57
Senate of Canada.....	9,493 68	8,465 15	9,790 25	5,700 97	6,339 30
Soldiers' Civil Re-establishment.....	331,186 38	57,320 68	80,297 97	55,076 75	50,211 19
Soldier Settlement Board.....	179,329 22	59,837 68	21,284 09	24,443 30	20,891 60
Supreme Court.....	1,095 32	1,001 54	761 46	992 06	1,104 13
Trade and Commerce.....	25,856 06	55,078 81	50,132 16	37,221 66	33,553 34
War Purchasing Commission.....	1,268 99	945 86			
Total.....	2,485,050 78	1,362,018 01	1,153,547 63	952,913 52	991,259 79

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6. DETAIL OF EXPENDITURE OF APPROPRIATIONS

<i>Gratuities paid under C. S. Act, 1918</i>	\$	794 00
Detail of expenditure, death gratuities paid to widows or legal representatives of—		
H. H. Borthwick, linotype operator, died February 11, 1923.....	\$	312 00
John P. Gorman, packer and helper, died June 11, 1923.....		170 00
Charles J. Coulter, metal casterman, died August 2, 1923.....		312 00
		<u>794 00</u>
<i>Appropriation—Civil Government Salaries</i>	\$	65,765 00
Detail of expenditure—		
Salaries paid during the year.....	\$	61,200 04
Unexpended balance.....		4,564 96
		<u>65,765 00</u>
<i>Appropriation—Civil Government Contingencies</i>		10,500 00
Detail of expenditure—		
Window cleaning.....	\$	684 00
Washing office towels and welfare linen.....		229 50
Office printing.....		3,314 36
Office stationery.....		2,930 65
Travelling expenses.....		2,098 37
Telephone and telegraph.....		648 12
Cab hire and street car fare.....		132 15
Postage.....		94 00
Advertising.....		84 24
Newspapers and periodicals.....		218 80
Sundries.....		47 30
	\$	10,481 49
Unexpended balance.....		18 51
		<u>10,500 00</u>
<i>Appropriation—Plant, New</i>	\$	66,000 00
Detail of expenditure—		
Bindery division.....	\$	12,376 24
Linotype division.....		23,056 67
Press division.....		21,497 66
Ruling division.....		7,075 00
Customs duties.....		1,481 91
Brokerage.....		3 00
Freight, etc.....		263 81
	\$	65,754 29
Unexpended balance.....		245 71
		<u>66,000 00</u>
<i>Appropriation—Plant, Renewals</i>	\$	30,000 00
Detail of expenditure—		
Bindery division.....	\$	3,621 60
Die-stamping division.....		647 22
Divisions generally.....		2,092 11
Envelope division.....		2,912 63
Hand composing division.....		796 14
Linotype division.....		4,896 60
Mechanical division.....		3,401 31
Monotype division.....		5,114 23
Offices.....		488 30
Paper stores division.....		42 40
Press division.....		3,610 59
Printing stores division.....		209 27
Proofreading division.....		31 26
Ruling division.....		592 20
Shipping division.....		160 61
Stereotyping division.....		70 73
Customs duties.....		687 48
Brokerage.....		95 62
Freight, etc.....		491 08
	\$	29,961 38
Unexpended balance.....		38 62
		<u>30,000 00</u>

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Appropriation—Miscellaneous Printing.....\$ 20,000 00

Detail of expenditure:—

Public Printing and Stationery—

Acts, Public and Private.....	\$ 11,946 55
Postal Guide and Supplements, 1923.....	1,727 23
Annual Reports.....	3,352 37
Copies of Hansards.....	479 67
Members' speeches.....	1,140 93
Senators' speeches.....	52 88

	\$ 18,699 63	
Unexpended balance.....	1,300 37	\$ 20,000 00

Appropriation—Canada Gazette.....\$ 45,000 00

Detail of expenditure:—

Printing of <i>Canada Gazette</i>	\$ 26,175 61
Paper used for above.....	4,410 90
Editing and translating.....	4,410 00

	\$ 34,726 51	
Unexpended balance.....	10,273 49	\$ 45,000 00

Appropriation—Distribution of Parliamentary Documents.....\$ 40,000 00

Detail of expenditure:—

Office printing.....	\$ 2,068 21
Office stationery.....	801 40
Postage.....	2,165 00
Express and freight.....	85 43
Char service and cleaning material.....	1,574 71
Motor supplies, repairs, renewals, gasoline, oil.....	900 83
New motor cars (2).....	2,816 93
Sundries.....	14 70
Salaries (direct).....	24,378 76
Salaries (indirect)—Mechanical repairs and upkeep.....	615 26

	35,421 23	
Unexpended balance.....	4,578 77	\$ 40,000 00

Appropriation—Printing, binding and distributing the Annual Statutes.....\$ 16,000 00

Detail of expenditure:—

Printing and binding.....	\$ 8,528 04
Unexpended balance.....	7,471 96

\$ 16,000 00

Appropriation—Provisional Bonus Allowance.....\$ 45,688 13

Detail of expenditure:—

Clerical staff.....	\$ 45,688 13
	\$ 45,688 13

Appropriation—Commission of Conservation, Vote No. 570.....\$ 1,034 55

Detail of expenditure:—

Printing and binding.....	\$ 1,034 55
	\$ 1,034 55

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Gratuities paid under Public Service Retirement Act, 1920.....\$ 5,364 78

DETAILS OF EXPENDITURE

Name	Duties	Date of Retirement	Two Months' Gratuity under Section 3: 1		Gratuity under Section 3: 3; a, b, c		Double Gratuity under Section 3: 3c		Total Gratuity		Annuity under Section 3: 1 and 2	
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Latendresse, Médard A.....	Linotype operator.....	April 1, 1923	312 00						312 00		928 78	
McMillan, Miss Christine A.....	Bindery girl.....	April 1, 1923	138 67						1,247 99			
Cameron, Philcas A.....	Linotype operator.....	June 1, 1923	312 00			554 66			312 00		934 55	
Murphy, John Albert.....	Proofreader.....	June 1, 1923	312 00						312 00		498 43	
Yelle, Elzár J.....	Packer and helper.....	June 1, 1923	173 33			693 33			866 66			
Thomas, Frederick R.....	Pressman.....	June 1, 1923	312 00						312 00		934 55	
Séguin, Miss Marie-Laure.....	Bindery girl.....	July 16, 1923	121 33						121 33			
Kelly, Robert G.....	Hand compositor.....	July 25, 1923	312 00						312 00			
D'Aoust, Arsène.....	Labourer.....	Oct. 1, 1923	228 80						228 80		174 72	
Carbonnaux, Joseph H.....	Messenger-clerk.....	Oct. 1, 1923	150 00			75 00			300 00			
Bergeron, J. M. Alestant.....	Senior account clerk.....	Oct. 1, 1923	260 00			390 00			1,040 00			
			2,632 13			1,712 99		1,019 66	5,364 78		*3,471 03	

*Annuities paid by Department of Finance.

7. "CANADA GAZETTE"

COMPARATIVE STATEMENT of Revenue and Expenditure on account of *Canada Gazette* from the year 1874 to the fiscal year ending March 31, 1924

Year	EXPENDITURE					REVENUE				
	Copies Gratis	Sub- scribers	Paper	Printing and Distributing	Editing and Trans- lating	Subscrip- tions	Advertising	Loss	Gain	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ ct.	
1874....	1,045	77	1,142 17	2,416 40	119 45	242 20	931 43	2,494 59	.....
1875....	1,077	85	1,177 17	2,144 00	135 55	242 80	943 74	2,635 13	.....
1876....	1,049	88	1,195 98	2,301 51	184 80	241 80	578 41	2,836 11	.....
1877....	1,084	81	1,292 25	2,323 45	141 80	224 75	681 62	2,743 13	.....
1878....	1,108	79	1,016 65	2,139 48	125 80	268 40	683 47	2,318 53	.....
1879....	1,115	85	1,195 21	2,293 81	123 90	246 50	739 82	2,613 60	.....
1880....	1,170	70	1,208 48	2,307 72	106 30	243 90	862 38	2,538 09	.....
1881....	1,251	68	1,197 38	2,132 20	137 40	253 65	1,028 04	2,085 29	.....
1882....	1,238	92	1,360 61	2,261 85	197 60	378 44	2,706 28	735 34	.....
1883....	1,250	109	1,414 24	2,181 48	215 30	367 25	2,181 53	1,262 24	.....
1884....	1,290	85	1,428 16	2,219 00	148 24	414 67	6,658 12	1,727 48	.....
1885....	1,321	69	1,404 76	2,243 43	169 44	169 45	289 35	2,363 14	.....
1886....	1,318	77	1,683 88	2,241 65	72 20	299 70	2,020 82	1,576 21	.....
1887....	1,366	84	1,979 21	2,537 79	389 10	321 40	2,831 04	1,571 66	.....
1888....	1,369	81	2,164 85	2,933 57	349 80	307 35	2,909 72	2,231 15	.....
1889....	1,367	83	1,883 83	2,859 19	103 60	308 60	4,637 49	.....	99 47	
1890....	1,429	71	1,758 50	3,128 36	204 00	487 95	2,777 03	1,825 88	.....
1891....	1,436	84	1,492 62	2,060 45	211 85	324 18	3,309 65	331 70	.....
1892....	1,429	86	1,480 19	2,069 36	188 98	313 47	3,436 32	.....	11 26	
1893....	1,426	84	1,485 71	2,826 07	240 54	306 50	4,612 37	.....	366 55	
1894....	1,418	82	1,181 66	2,485 08	265 10	298 73	3,545 87	89 24	.....
1895....	1,425	75	1,153 87	2,704 36	232 50	281 65	4,015 64	.....	206 56	
1896....	1,428	72	1,129 52	3,007 00	259 75	276 65	4,678 69	.....	559 07	
1897....	1,492	83	1,129 07	3,003 51	245 40	298 55	4,992 94	.....	913 51	
1898....	1,438	87	1,450 21	3,803 11	337 10	312 70	5,574 45	.....	296 73	
1899....	1,486	89	940 43	3,273 01	255 30	329 95	3,948 65	190 14	.....
1900....	1,529	96	1,092 72	3,640 17	289 50	350 00	4,679 98	.....	7 59	
1901....	1,528	97	1,349 79	4,267 81	256 60	329 65	4,370 82	1,173 73	.....
1902....	1,553	97	1,430 89	3,858 22	284 00	361 80	4,451 39	759 92	.....
1903....	1,545	105	1,315 56	3,999 78	253 60	371 85	5,667 65	.....	470 56	
1904....	1,559	116	1,427 48	4,368 81	309 80	430 40	4,523 25	1,152 44	.....
1905....	1,573	177	1,684 85	6,125 57	364 80	604 12	6,997 50	573 60	.....
1906....	1,559	191	1,629 58	6,909 57	460 85	750 00	7,644 35	605 65	.....
1907....	1,616	184	1,322 63	4,248 17	329 20	524 27	6,821 20	.....	1,445 47	
1908....	1,625	200	1,805 72	7,484 48	709 80	762 15	8,472 51	765 34	.....
1909....	1,665	185	2,053 45	7,319 99	587 60	721 20	8,684 40	555 44	.....
1910....	1,692	208	2,158 56	6,983 10	815 80	775 25	14,219 41	.....	4,037 20	
1911....	1,725	250	2,548 44	9,532 19	918 55	949 85	15,844 95	.....	3,795 62	
1912....	1,742	258	2,943 28	9,600 27	438 60	979 15	21,077 11	.....	9,074 11	
1913....	1,754	271	4,385 03	19,349 44	*3,261 07	1,034 20	30,804 59	.....	4,843 25	
1914....	1,791	284	2,720 73	15,477 24	3,842 06	1,090 05	23,062 88	.....	2,112 80	
1915....	1,907	293	4,502 28	22,597 68	4,202 56	1,121 45	18,322 04	11,441 02	.....
1916....	1,901	424	3,018 22	14,978 79	2,905 34	1,505 58	28,357 80	.....	8,961 03	
1917....	991	484	4,088 93	14,248 76	2,658 00	1,677 20	35,885 58	.....	16,567 09	
1918....	1,000	600	6,966 17	28,214 72	3,764 71	2,335 35	29,671 57	6,938 68	.....
1919....	1,303	797	5,249 59	28,743 33	3,007 00	3,071 10	26,342 60	7,586 22	.....
1920....	1,278	722	4,693 32	42,850 34	3,268 00	2,746 00	47,579 26	486 40	.....
1921....	1,259	1,321	11,716 53	28,895 91	2,508 62	5,251 00	55,230 57	.....	17,960 51	
1922....	1,037	1,038	8,721 43	31,463 74	3,160 00	4,331 35	73,498 94	.....	34,485 12	
1923....	1,086	1,039	5,600 45	29,019 07	3,900 00	4,092 69	78,754 52	.....	44,327 69	
1924....	1,122	1,003	4,410 90	26,175 61	4,140 00	3,973 35	68,194 09	37,440 89	

*Prior to 1913 figures do not include cost of editing.

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S. CASUAL REVENUE ACCOUNT

DETAIL of proceeds of Casual Revenue sales made during the fiscal year ending March 31, 1924

Sales of parliamentary publications to departments and Parliament.....	\$ 16,103 60	
Sales of parliamentary publications to public.....	28,068 07	
		\$ 44,171 67
Sales of <i>Canada Gazette</i> and advertising.....	\$ 68,194 09	
Sales of subscriptions.....	3,973 35	
		72,167 44
Sales of waste paper.....	\$ 26,558 34	
Sales of packing cases.....	778 25	
Sales of discarded typewriters.....	978 75	
Sales of waste twine.....	188 16	
Sales of printing equipment.....	2,228 86	
		30,732 36
Refund of Sales Tax.....		108 66
Sales of printing to departments and Parliament—		
Amount received in excess of expenditure during the fiscal year 1923-24.....		15,353 90
Total.....	\$ 162,534 03	

9. GOVERNMENT NEWSPAPER ADVERTISING

The total amount of the invoices audited and passed for payment by this Department for Government advertising during the fiscal year ending March 31, 1924, is \$129,611.43, the details of which are set forth in a statement on the next page. These accounts were paid by the several departments for which the advertising is done and the amount is therefore not included in the statement of expenditure of this department.

The number of advertising accounts audited is 4,389 and 2,124 contracts were issued, of which 1,982 were for transient advertising and 142 for space contract advertising.

Below is a statement of the total amount of advertising accounts audited by this department from the year 1876 to the fiscal year ending March 31, 1924, inclusive.

CALENDAR YEARS

FISCAL YEARS

1876.....	\$ 12,529 27	1898-1899.....	\$ 27,699 72
1877.....	12,751 56	1899-1900.....	46,317 74
1878.....	20,583 77	1900-1901.....	50,790 40
1879.....	39,676 60	1901-1902.....	53,850 75
1880.....	63,092 50	1902-1903.....	41,078 02
1881.....	30,015 44	1903-1904.....	57,898 72
1882.....	50,604 71	1904-1905.....	102,848 11
1883.....	30,149 31	1905-1906.....	107,812 56
1884.....	39,401 48	1906-1907.....	89,329 77
1885.....	33,782 53	(March 31)	
1886.....	25,102 83	1907-1908.....	141,200 45
1887.....	48,596 03	1908-1909.....	156,673 50
1888.....	44,520 30	1909-1910.....	102,841 15
1889.....	35,939 47	1910-1911.....	144,081 66
1890.....	26,102 48	1911-1912.....	166,224 26
1891.....	27,519 59	1912-1913.....	204,762 87
1892.....	24,819 54	1913-1914.....	247,477 61
1893.....	26,704 27	1914-1915.....	200,441 19
1894.....	26,423 72	1915-1916.....	210,818 48
1895.....	27,424 68	1916-1917.....	295,694 98
1896.....	30,760 76	1917-1918.....	496,645 77
1897.....	35,138 54	*1918-1919.....	622,197 21
1898 (6 mos. to June 30, 1898).....	16,312 58	1919-1920.....	235,663 93
		1920-1921.....	183,656 65
		1921-1922.....	98,663 02
		1922-1923.....	224,885 07
		1923-1924.....	129,611 43

* Includes advertising of Victory Loan, 1918, amount \$184,064.59, contracted for with Canadian Press Association.

Audit of Government Advertising in Newspapers for Fiscal Year ending March 31, 1924

Department	Ontario	Quebec	New Brunswick	Nova Scotia	Prince Edward Island	Manitoba	Saskatchewan	Alberta	British Columbia	Other Countries	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Agriculture.....	46,951 77	33 31			320 11	287 52	26 74	7 00	24 95	1,543 87	49,195 27
Board of Railway Commissioners.....				53 20							53 20
Canadian National Railways.....			6 25							108 15	114 40
Civil Service Commission.....	171 88	48 65	42 00	13 41		1 80	5 45	5 04		41 63	332 36
Customs and Excise.....	646 87	1,826 33	76 44	77 20		128 80	30 16	78 35	52 85		2,917 00
Finance.....	725 76	93 24	1 50	91 80			141 12	378 00			1,431 42
Government Contracts Supervision Committee.....											
Governor General's Secretary.....	165 35	78 40	38 26	20 13	21 5		7 14	22 85	13 74	30 00	397 37
House of Commons.....	561 60										561 60
Immigration and Colonization.....	6 00	38 40	20 00		5 00	36 00	15 52	16 60	8 00		145 52
Indian Affairs.....		139 10									139 10
Interior.....	117 42	18 30	38 85			46 80	42 00	297 47	507 82		1,068 66
Justice.....	6 80			4 30		1,115 64	733 05	831 93	467 88		3,159 60
Labour.....	21,090 85			21 61	4 50				1 20		1 20
Marine and Fisheries.....	350 37	1,413 24	198 45	222 05	11 65			11 34	3,016 61	70 74	21,119 99
Mines.....		515 01		70 00					25 00		5,294 45
National Defence.....	1,324 83	529 87	93 71	207 05	2 45	65 10	9 94	35 00	110 45		610 04
Post Office.....	13 20	4,604 97	903 66	1,113 39	536 28	137 41	565 92	1,394 66	218 61		2,378 40
Public Printing and Stationery.....	84 24										9,488 10
Public Works.....	8,311 04	6,371 71	668 05	1,619 57	75 66	332 15	208 33	284 31	1,618 75	1,091 82	84 24
Railways and Canals.....	1,486 04	1,507 29	117 30	146 65		99 48	25 40	100 12	259 60		20,581 39
Royal Canadian Mounted Police.....	114 00						30 00	14 40	22 40		3,741 88
Secretary of State.....		295 80		21 18							180 80
Soldiers' Civil Re-establishment.....	1,269 12	698 52	6 20	30 00		76 10	132 96	67 50	161 08		316 98
Soldier Settlement Board.....	2,166 40	330 00				664 40	57 75	9 00	136 51		2,351 48
Trade and Commerce.....	123 00	84 45	19 00	88 57		117 50	35 00	57 52			3,364 06
	85,686 04	18,536 62	2,229 70	3,803 14	977 15	3,108 70	2,066 48	3,611 09	6,703 30	2,889 21	129,611 43

STATIONERY OFFICE

DEAR SIR,—I have the honour to submit, for your information, a general statement of the accounts of this branch, from April 1, 1923, to March 31, 1924, as follows. Also comparative statement of business for the years 1922-23 and 1923-24.

April 1, 1923—		
Balance brought forward—Excess of expenditure over revenue, from fiscal year 1922-23.....	\$	99,602 68
Inventory.....		151,992 49
Purchases during the fiscal year 1923-24—		
Canadian.....	\$	816,273 01
American.....		22,002 68
British and foreign.....		17,584 54
		<hr/>
Salaries.....		855,860 23
Customs duties and Import Sales Tax (rechargeable).....		92,612 72
Brokerage.....		5,080 82
Freight, etc. (rechargeable).....		146 50
Freight, etc.....		9,956 58
Postage (rechargeable).....		11,705 99
		<hr/>
	\$	1,231,458 01
Sales to departments during fiscal year 1923-24.....	\$	991,259 79
Sales of discarded typewriters.....		1,608 50
Inventory, March 31, 1924.....		155,090 60
		<hr/>
	\$	1,147,958 89
Balance to debit of account, 1924-25.....		83,499 12
		<hr/>
	\$	1,231,458 01

Yours respectfully,

EDMUND RYDER,
Superintendent of Stationery.

COMPARATIVE statement for business of the Stationery Branch, Public Printing and Stationery Department, for the years 1922-23 and 1923-24

April 1, 1923—		
Balance brought forward—excess of expenditure over revenue.....	\$	99,602 68
Inventory, \$151,992.49, April 1, 1922—Inventory, \$189,308.01.....	Decrease	\$37,315 52
Purchases, 1923-24, \$855,860.23; 1922-23, \$811,093.90.....	Increase	44,766 33
Salaries, 1923-24, \$92,612.72; 1922-23, \$91,898.91.....	"	713 82
Sales to departments, 1923-24, \$991,259.79; 1922-23, \$952,913.52.....	"	38,346 27
Inventory, April 1, 1924—		
Stock on hand, \$155,090.60; 1922-23, \$151,992.49.....	"	3,098 11
Balance carried forward—excess of expense over revenue, \$83,499.12... Decrease		16,193 56

DISTRIBUTION BRANCH

Following is a statement of the publications received and distributed by the Distribution Division during the fiscal year ending March 31, 1924:—

	Number of Copies	
	English	French
PERIODICAL PUBLICATIONS AND BULLETINS		
<i>Canada Gazette</i>	106,600	Bilingual
Commercial Intelligence Journal.....	187,200	67,400
Judgments, Orders, Board of Railway Commissioners.....	14,400	.....
<i>Labour Gazette</i>	135,000	21,600
Natural Resources Bulletin.....	108,000	14,400
Agricultural Statistics, Monthly Bulletin.....	49,100	10,800
Canada Law Reports.....	75,000	.....
Postal Guide.....	1,800	100
“ “ Monthly Supplements.....	15,600	300
Statutes of Canada, 1923.....	4,550	615
Venereal Diseases Bulletin.....	19,000	.....
Canadian Tuberculosis Bulletin.....	145,000	9,000
Canada Year Book.....	3,300	1,300
Parliamentary Guide.....	650	.....
Received for the Session of 1923 from April 1, 1923, to July 1, 1924, and for the Session 1924 from February 28, 1924, to March 31, 1924, the following—		
Senate, Debates of the (42 days).....	61,950	4,830
Minutes of the Senate (42 days).....	51,030	12,600
House of Commons Debates (90 days).....	460,250	67,500
Votes and Proceedings House of Commons (90 days).....	119,250	36,000
Orders of the Day (90 days).....	97,200	22,500
Bills, 1st and 3rd Readings (238).....	796,900	199,920
<i>Revised Edition of Debates—</i>		
Senate, Debates of the, 1923.....	375	125
House of Commons, Debates of the, 1923—		
Vol. I.....	600	150
Vol. II.....	600	150
Vol. III.....	600	150
Vol. IV.....	600	150
Vol. V.....	600	150
<i>Sessional Papers—</i>		
Total Number of Volumes received.....	2,200	600
Journals of the Senate.....	350	150
“ “ House of Commons.....	350	100
<i>Reports of Special Committees of the Senate and House of Commons—</i>		
Senate—		
Canadian Fuel Supply.....	300	.....
House of Commons—		
Agricultural Conditions, Vol. I.....	644	.....
“ “ Vol. II.....	640	.....
Banking and Commerce.....	800	.....
Civil Service.....	490	.....
Mines and Minerals.....	800	.....
ANNUAL REPORTS		
Agriculture, Department of.....	5,350	.....
Archives, Department of Public.....	1,250	.....
Auditor General—		
Vol. I.....	1,930	Bilingual
Vol. II.....	1,930	“
Vol. III.....	1,930	“
Separate—		
External Affairs.....	16	“
Finance.....	35	“
Interior.....	80	“
Labour.....	10	“
Marine and Fisheries.....	60	“

SESSIONAL PAPER No. 27

Publications received and distributed—*Concluded*

	Number of Copies	
	English	French
<i>ANNUAL REPORTS—Concluded</i>		
<i>Auditor General—Concluded</i>		
Immigration and Colonization.....	25	"
Indian Affairs.....	300	"
Agriculture.....	35	"
Trade and Commerce.....	20	"
Mines.....	20	"
Customs and Excise.....	70	"
Post Office.....	50	"
Public Printing and Stationery.....	25	"
Public Works.....	65	"
Railways and Canals.....	35	"
Royal Canadian Mounted Police.....	35	"
Soldiers' Civil Re-establishment.....	30	"
National Defence.....	60	"
Civil Service Commission.....	667	
Customs and Excise, Department of.....	1,130	165
" " " Shipping.....	648	Bilingual
Civil Aviation.....	567	
Coal Statistics.....	806	Bilingual
Chief Electoral Officer.....	373	
Dominion Statistician.....	850	80
Estimates.....	2,400	315
" Supplementaries.....	7,200	930
External Affairs.....	350	145
Geographic Board, 18th Report.....	600	
Grain Commissioners, Board of.....	830	
Health, Department of.....	3,325	390
Immigration and Colonization, Department of.....	1,315	120
Insurance, Statements of Abstracts.....	9,020	Bilingual ¹
" Department of, Vol. I. Fire.....	3,845	
" " Vol. II. Life.....	2,850	
Indian Affairs.....	810	155
Interior.....	950	60
Labour.....	1,235	350
List of Vessels.....	798	Bilingual
Marine and Fisheries, Marine Branch.....	625	215
" " Fisheries Branch.....	750	200
Mines, Report of.....	4,240	340
National Defence, Militia Services.....	540	140
" " Naval Services.....	400	140
" " Air Board.....	400	
Patents, Report of the Commissioner of.....	650	105
Penitentiaries, Report of the Superintendent of.....	1,640	215
Postmaster General.....	1,025	255
Public Accounts.....	1,420	180
Public Printing and Stationery.....	210	85
Public Works.....	725	185
Railways and Canals.....	1,450	180
Railway Commissioners.....	620	
Royal Canadian Mounted Police.....	1,030	135
Secretary of State.....	425	115
Soldiers Civil Re-establishment.....	1,535	105
Trade and Commerce.....	820	120
Topographical Surveys.....	200	
Weights and Measures.....	1,020	265
Totals.....	2,535,384	476,250

NOTES

Total Sales.—Herewith is a statement of the sales made by this branch during the fiscal year ending March 31, 1924, divided showing the amount sold to the departments and to the public each month:—

Month	Statutes of Canada		Canada Gazette	
	Departments	Public	Departments	Public
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
April.....	122 00	85 00	449 40	584 20
May.....	306 50	3,893 51	36 80	136 60
June.....	27 00	67 38	1,219 60	107 80
July.....	18 00	2,002 02	13 50	11 23
August.....	85 50	1,592 05	25 50	65 24
September.....	148 50	218 75	25 00	86 73
October.....	61 00	336 99	98 10	139 50
November.....	25 50	154 34	330 57	127 30
December.....	22 50	174 74	32 20	207 80
January.....	676 65	856 51	65 20	216 50
February.....	95 10	131 87	12 80	86 95
March.....	242 50	55 60	231 60	86 60
	1,830 75	9,568 76	2,540 57	1,957 52
	Railway Judgments		Miscellaneous	
	Departments	Public	Departments	Public
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
April.....	3 00	343 90	337 10	1,309 70
May.....		86 20	364 65	1,228 32
June.....		29 20	1,050 70	1,258 65
July.....		19 85	1,389 25	2,997 05
August.....		116 60	1,333 95	1,643 76
September.....		39 25	315 40	1,455 26
October.....	3 00	21 80	675 55	2,018 55
November.....		43 20	373 55	1,247 91
December.....	9 00	81 80	950 30	1,621 41
January.....	80	124 50	515 40	1,243 19
February.....		35 10	5,927 40	2,072 93
March.....	3 60	59 65	982 75	2,306 31
	19 40	1,001 05	14,216 00	20,403 05

The above report shows the substantial increase of \$13,963.39 over the figures of the preceding fiscal year.

There has been during the last fiscal year a marked increase in the number of subscribers to periodicals such as *Canada Gazette*, *Railway Judgments*, *Monthly Trade of Canada*, also to the parliamentary papers published whilst Parliament is in session; the number of subscribers to the *Debates of the House of Commons*, unrevised edition, which was approximately 600 for the session of 1923, stood at the end of the fiscal year at about 825.

Statutes of Canada, 1923.—The total cost of the printing and binding of the Statutes in both English and French for the session 1923 was \$8,507.74. The usual official distribution of 2,196 copies was made and copies were sold to the number of 2,021 with a revenue of \$6,986.60, leaving a balance on hand for sales of 315 copies.

Acts.—During the session of 1923 the Bank Act was revised and 15,000 copies of the Act were printed for sale by the Distribution Office. Of this number 13,000 copies were sold at the price of \$1 cloth editions and 50 cents in pamphlet form.

SESSIONAL PAPER No. 27

During the fiscal year an Office Consolidation of the Bankruptcy Act was prepared by the Department of Justice and 4,500 copies were placed on sale by this office. Commercial and legal firms were circularised and 3,700 copies were sold immediately with a resulting revenue of \$3,915.

In furtherance of the principles of economy and efficiency the Distribution Office has during the past year endeavoured to induce those departments whose publications it distributes to sanction the use of wrappers instead of envelopes and a considerable saving has been in this way effected, the cost of envelopes being approximately \$4.50 per thousand as against \$1.25 to \$1.50 per thousand for wrappers.

DISTRIBUTION of Statutes of Canada, being 13-14 George V, Second Session,
Fourteenth Parliament, 1923 (Bound in Cloth)

To Whom Sent	English	French
PARLIAMENT OF CANADA		
Cabinet Ministers.....	19	4
Senators.....	74	19
Members of the House of Commons.....	179	56
Officers of the Senate.....	9	.....
Officers of the House of Commons.....	13	5
	294	84
JUDICIAL AND DEPARTMENTAL LIST DOMINION GOVERNMENT		
Judges, Supreme Court.....	5	2
Judges, Exchequer Court.....	2	1
Library, Supreme Court.....	6	3
Library of Parliament.....	20	10
Library of Parliament (for exchange).....	48	.....
Deputy Ministers and Departments.....	100	10
Department of Justice (for agents).....	75	.....
	256	26
PROVINCE OF ALBERTA		
Provincial Government.....	14	.....
Judges.....	23	.....
Clerks, Supreme Court.....	7	.....
Libraries.....	12	.....
Newspapers.....	6	.....
Stipendiary Magistrates.....	27	.....
Police Magistrates.....	7	.....
	96	.....
PROVINCE OF BRITISH COLUMBIA		
Provincial Government.....	16	.....
Judges.....	24	.....
Clerks, County Courts.....	9	.....
Registrar.....	2	.....
Registrar, County Court.....	1	.....
Stipendiary Magistrates.....	61	.....
Sheriffs.....	7	.....
Libraries.....	20	.....
Newspapers.....	10	.....
Police Magistrates.....	3	.....
	153	.....

DISTRIBUTION of Statutes of Canada—*Continued*

To Whom Sent	English	French
PROVINCE OF MANITOBA		
Provincial Government.....	11	
Judges.....	21	
Clerks, County Courts.....	55	
Police Magistrates.....	2	
Sheriffs.....	7	
Prothonotaries.....	1	
Stipendiary Magistrates.....	65	
Libraries.....	13	
Newspapers.....	4	
Commissioner of Police.....	2	
	181	
PROVINCE OF NEW BRUNSWICK		
Provincial Government.....	11	
Judges.....	14	
Clerks, County Courts.....	14	
Clerks, Circuit Courts.....	9	
Clerks, Supreme Court.....	1	
Deputy Clerk in Equity.....	1	
Sheriffs.....	14	
Stipendiary Magistrates.....	27	
Newspapers.....	6	
Clerk of the Crown.....	1	
Libraries.....	1	
Police Magistrates.....	4	
	103	
PROVINCE OF NOVA SCOTIA		
Provincial Government.....	10	
Judges.....	14	
Barristers, Society of Nova Scotia.....	1	
Sheriffs.....	18	
Clerks, County Courts.....	26	
Stipendiary Magistrates.....	30	
Newspapers.....	8	
Library.....	1	
Clerk, Admiralty Court.....	1	
	109	
PROVINCE OF ONTARIO		
Provincial Government.....	21	1
Judges.....	92	1
Officials at Osgoode Hall.....	8	
Police Magistrates.....	204	
Sheriffs.....	41	
Clerks of the Peace.....	45	
Clerks, County Court.....	44	
County Crown Attorneys.....	51	
Law Associations.....	41	
Commissioner of Police.....	1	
Newspapers.....	38	1
Libraries.....	5	1
Consuls.....	6	1
	596	5
PROVINCE OF PRINCE EDWARD ISLAND		
Provincial Government.....	7	
Judges.....	5	
Stipendiary Magistrates.....	2	
Prothonotaries.....	3	
Sheriffs.....	3	
Police Magistrates.....	6	
Clerks of the Crown.....	1	
Law Society.....	2	
Newspapers.....	3	
	32	

SESSIONAL PAPER No. 27

DISTRIBUTION of Statutes of Canada—*Continued*

To Whom Sent	English	French
PROVINCE OF QUEBEC		
Provincial Government.....	13	15
Judges.....	20	38
Clerk, Admiralty Court.....	1	.....
Judges Chambers.....	9	8
Avocate Libraries.....	9	3
Clerks, Sessions of the Peace.....	2	3
Recorders.....	5	8
Sheriffs.....	4	17
Prothonotaries.....	10	25
Clerks of the Peace.....	5	22
Clerks of Circuit Court.....	16	74
Clerks of District Court.....	11	.....
Clerks of the Crown.....	3	3
District Magistrates.....	.....	13
Newspapers.....	6	10
Police Magistrates.....	1	4
Libraries.....	4	13
Bar Associations.....	9	.....
	128	256
PROVINCE OF SASKATCHEWAN		
Provincial Government.....	11	.....
Judges.....	31	.....
Clerks, Supreme Court.....	5	.....
Sheriffs.....	4	.....
Libraries.....	16	.....
Newspapers.....	5	.....
Stipendiary Magistrates.....	8	.....
Clerk, District Court.....	1	.....
Master in Chambers.....	1	.....
	82	.....
YUKON TERRITORY		
The Commissioner.....	2	.....
Officials.....	7	.....
Police Magistrate.....	1	.....
Libraries.....	3	.....
Judge.....	1	.....
Newspaper.....	1	.....
	15	.....
OUTSIDE CANADA		
High Commissioner for Canada, London, England.....	2	.....
Commissioner General for Canada, Paris, France.....	.....	1
United Kingdom—Officials and Libraries.....	20	.....
British Overseas Dominions.....	67	.....
United States Officials.....	4	.....
Ministere de l'Agriculture et Commerce, Paris.....	.....	3
Ministere des Affaires Etrangeres, Paris.....	1	1
International Institute of Agriculture, Italy.....	1	.....
Total.....	95	5
MISCELLANEOUS		
Consuls General in Canada.....	5	2
Sales to Departments of Dominion Government.....	109	11
Sales to public.....	1,912	51
Total.....	2,026	64

DISTRIBUTION of Statutes of Canada—Concluded

To Whom Sent	English	French
RECAPITULATION		
Advance delivery to Members of the Cabinet.....	19	
Parliament of Canada.....	294	84
Departmental List.....	238	26
Province of Ontario.....	596	5
“ Quebec.....	128	256
“ Manitoba.....	181	
“ Alberta.....	96	
“ Saskatchewan.....	82	
“ British Columbia.....	153	
“ Yukon Territory.....	15	
“ Nova Scotia.....	109	
“ New Brunswick.....	103	
“ Prince Edward Island.....	32	
Outside Canada.....	100	7
Balance on hand.....	315	170
Number of copies received.....	4,500	600
BOUND IN HALF CALF		
Cabinet Ministers.....	19	4
Sales to Departments on Requisitions.....	7	2
Sales to public.....	3	
Balance on hand.....	21	9
Number of copies received.....	50	15

REPORT OF THE SUPERINTENDENT OF SUPPLIES

FISCAL YEAR 1923-24

DEAR SIR,—I have the honour to submit report of the Purchasing Branch for the fiscal year 1923-24. The total amount of money paid for purchases made by the three divisions of this branch is \$1,907,734.52 subdivided as follows:—

	Canadian	United Kingdom	United States	Other Countries	Total Material Purchased	Customs Duty and Brokerage	Freight and Express	Grand Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Stationery and paper stores...	1,330,503 56	16,379 41	23,057 94	1,205 13	1,371,146 04	5,293 72	16,200 00	1,392,639 76
Printing stores..	138,980 65	876 08	20,259 34	.....	160,116 07	3,476 90	1,356 07	164,949 04
Lithographing and engraving.	337,570 78	.....	12 59	.....	337,583 37	.....	12,562 35	350,145 72
Total.....	1,807,054 99	17,255 49	43,329 87	1,205 13	1,868,845 48	8,770 62	30,118 42	1,907,734 52

For the above mentioned purchases 2,001 personal accounts were opened for stationery and paper purchases; 271 for printing stores purchases; and 75 for lithographing and engraving purchases; 26,730 invoices were received audited and certified ready for payment; and 23,879 individual orders were issued, and 1,961 special specifications for tenders were prepared. Sale of discarded equipment, machines, etc., amounted to \$7,601.25. Metal dross exchanged for virgin metal, 12,102 pounds to the value of \$500. Entries for import and export, 279; number of express and freight slips audited and cleared for payment, 2,125.

Work performed or supervised by the Lithographing and Engraving Division is as follows: Cheques lithographed, 4,241,702; maps lithographed, 1,091,507; cards plate-printed, 52,400; electros, 1,379; line engravings, 9,459; halftones, 1,116; lithographed money order books, 11,826.

In addition to above supervision of work, transmission of proofs and handling correspondence in connection with the Engraving Division was carried out by this Division; details of same, viz.: Engraved cheques, cards, dies, 166; patches for cheques, forms, 160; sketches for cheques, cards, dies and diagrams, 93; cards printed, 16,295; number of proofs, 502; number of transfers, 1,322; photo-zinc proofs, 103; zinc plates prepared, 38.

J. O. PATENAUDE,
Superintendent of Supplies.

FIFTY-SEVENTH ANNUAL REPORT
OF THE
DEPARTMENT OF MARINE
AND FISHERIES

FOR THE
FISCAL YEAR 1923-24

MARINE

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1924

*To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B.,
G.C.M.G., M.V.O., Governor General and Commander in Chief of the
Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency and the Parliament of Canada, the Fifty-seventh Annual Report of the Department of Marine and Fisheries, Marine Branch.

I have the honour to be,

Your Excellency's most obedient servant,

P. J. ARTHUR CARDIN,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE,
OTTAWA, 1924.

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REPORT

OF THE

DEPUTY MINISTER OF MARINE AND FISHERIES

To the Hon. P. J. ARTHUR CARDIN,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith my report for the fiscal year ended March 31, 1924.

During 1922 as pointed out in last year's report there was, with the single exception of Germany, a falling-off in the merchant shipping output of every maritime country as compared with its 1921 output, the decreases being most marked in the United States and Japan.

That this decline is continuing is shown by the following Lloyds figures: World merchant tonnage in hand on December 31, 1922, 2,954,318 tons; on March 31, 1923, 2,860,072 tons; and on June 30, 1923, 2,543,856 tons; it will be seen that in the course of six months there has been a drop of 410,462 tons in the amount of world merchant tonnage under construction, and in the three months from March 31, 1923, to June 30, 1923, a drop of 316,216 tons.

Despite this reduction in building and extensive laying up of ships during 1922, particularly in the United States and France, world merchant steam and motor tonnage (steel and wood) on June 30, 1923, exceeded the tonnage on June 30, 1922, by approximately 1,000,000 tons; the figures being 61,342,952 for 1922 and 62,335,373 for 1923 (Lloyds statement); this falls short by about 2,000,000 tons of the "Five per Cent" principle of increase usually applied to shipping in times of normal trade; in the present state of world trade and scarcity of cargoes it affords a slight alleviation for shipping trade congestion, but the excess of tonnage competing for cargoes is still a pronounced feature of the present shipping situation.

On June 30, 1922, 34 per cent of American tonnage, exclusive of Great Lakes tonnage, was laid up, 31 per cent of French tonnage, and 20 per cent of Italian tonnage. At the same time about 7 per cent of United Kingdom tonnage was out of commission.

Sweden, Japan and Norway, in the order named, were the countries least affected as they still are. A year later there was an improvement in this respect in the case of nearly every maritime country, as will be shown later on.

LLOYDS Comparison of Gross Tonnage Owned at June 1922, and June, 1923

Where Owned	1922			1923		
	Steamers and Motor Vessels	Sailing Vessels	Total	Steamers and Motor Vessels	Sailing Vessels	Total
	Gross tons	Gross tons	Gross tons	Gross tons	Gross tons	Gross tons
Great Britain and Ireland...	19,088,638	206,999	19,295,637	19,115,178	166,371	19,281,549
Other countries.....	42,254,314	2,820,835	45,075,149	43,220,195	2,664,494	45,884,689
Total.....	61,342,952	3,027,834	64,370,786	62,335,373	2,830,865	65,166,238

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During the twelve months from June 30, 1922, to June 30, 1923, there was an increase of 992,421 gross tons in the world's steam tonnage, and a decrease in the sailing tonnage of 196,969 tons; giving a net world increase of 795,452 tons.

SAILING TONNAGE DECLINE

According to Lloyds the decrease in the world's sailing tonnage from June 30, 1914, to June 30, 1923, amounts to about 1,500,000 tons.

The present percentage of sailing tonnage in the world's total merchant marine tonnage is somewhat less than $4\frac{1}{2}$. The United States possesses 1,260,000 tons of the world's total sailing tonnage, about $44\frac{1}{2}$ per cent, France has at present 284,000 tons, Norway 176,000 tons, Great Britain and Ireland 166,000 tons, and Italy 153,000 tons.

Newfoundland affords a striking instance of the decline of the sailing ship. The *New York Journal of Commerce* of April 7, 1923, states that at present the Newfoundland merchant marine comprises only 70 foreign going ships all told; for upwards of the previous half century it never had less than 100.

The *Newfoundland Trade Review* attributes the passing of the Newfoundland type of fishing schooner in part to the high rates of insurance paid on the cargoes and hulls of sailing vessels, as compared with those paid on the cargoes and hulls of steamers; the discrepancy is very marked, and inflicts a severe handicap on the sailing ship in freight carrying competition; as a result the Newfoundland fishing schooners are now being largely replaced by foreign owned steam craft.

COMPARISON of Overseas Shipping Laid up at June 30, 1922, and June 30, 1923

Country	June 30, 1922	June 30, 1923
	Gross tons	Gross tons
United States.....	5,762,205	4,312,273
United Kingdom.....	1,667,000	1,063,653
France.....	1,200,000	661,382
Italy.....	585,336	355,109
Netherlands.....	330,000	229,500
Norway.....	112,000	117,600
Greece.....	100,000	116,000
Japan.....	79,000	35,800
Sweden.....	7,132	.....

The above table is taken from the report of the American Commissioner of Navigation to the Secretary of Commerce for the United States fiscal year ended June 30, 1923. The figures though approximate are fairly accurate.

It will be seen that in the course of twelve months the shipping situation in nearly every maritime country has improved materially, the only exceptions being in the cases of Norway and Greece, and also that the relative positions of the different maritime countries in the matter of shipping laid up are pretty much as they were a year ago.

Of the American 4,312,273 tons of overseas shipping laid up at June 30, 1923, 3,813,404 tons were under the United States Shipping Board Control, and 498,869 tons under private ownership.

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COMPARATIVE Table of Types of Vessels, 1914 and 1923

	1914 — Per cent of total gross tonnage	1923 — Per cent of total gross tonnage
Sail power only.....	8.06	4.34
Oil, etc., in internal combustion engines.....	0.45	2.56
Oil fuel for boilers.....	2.65	24.23
Coal.....	88.84	68.87
	100.00	100.00

The decline of the sailing ship and of the coal burning ship, the gradual increase of oil burning ships using internal combustion engines, and the marked increase of ships using fuel oil for boilers are shown in this Lloyds table.

PROPORTION OF NEW TONNAGE, 1923

In 1923, 57.3 per cent of United States overseas tonnage was less than five years old, 52.6 per cent of German tonnage, 37.8 per cent of Holland's tonnage, 36.8 per cent of Canada's tonnage, 35.3 per cent of Japan's tonnage, 34.7 per cent of France's tonnage, and 25.1 per cent of the tonnage of Great Britain and Ireland.

In 1923, 35 per cent of the entire world tonnage was under five years old.

By far the largest tonnage group is that comprising vessels of between 4,000 and 6,000 gross tons each. This group accounts for about 28 per cent of entire world tonnage. Liners of 15,000 tons and upwards comprise about 3 per cent of world tonnage.

MERCANTILE SHIPBUILDING IN 1923

These returns are from Lloyds Register Annual Summary, are in gross tons, and comprise only merchant ships of 100 gross tons or upwards.

TABLE showing the number and tonnage of merchant vessels launched in Great Britain and Ireland during 1923

District	1923							
	Steamers		Motor Vessels		Sail and Barges		Total	
	No.	Tons gross	No.	Tons gross	No.	Tons gross	No.	Tons gross
Aberdeen.....	6	4,231					6	4,231
Barrow, Maryport and Workington	2	2,986					2	2,986
Belfast.....	10	117,926	1	9,500			11	127,426
Bristol.....	2	949	1	2,578			3	3,527
Dublin.....	1	156					1	156
Dundee.....	3	13,254	2	8,028			5	21,282
Clyde {Glasgow.....	31	98,192	6	32,822	2	1,225	39	132,239
{Grennock.....	11	40,150	1	230	1	582	13	40,962
Hartlepool.....	5	23,864					5	23,864
Hull.....	10	17,311					10	17,311
Leith.....	5	6,580	1	806	4	1,396	10	8,782
Liverpool.....	4	14,280	2	7,364			6	21,644
Londonderry.....	1	1,906					1	1,906
Middlesbro', Stockton and Whitby	21	35,709	2	7,000			23	42,709
Newcastle.....	40	124,515	3	12,615	1	278	44	137,408
Newport, Mon.....								
Southampton.....	2	2,338	1	201			3	2,539
Sunderland.....	16	45,461	1	6,100			17	51,561
Other districts.....	9	3,415			14	1,703	23	5,118
Total.....	179	553,223	21	87,244	22	5,184	222	645,651

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TABLE showing size of merchant vessels launched in Great Britain and Ireland during 1923

Tonnage		Steam	Motor	Sail and Barges
100 and under	500 tons.....	31	3	17
500	" 1,000 "	23	1	5
1,000	" 2,000 "	60	1	
2,000	" 3,000 "	13	1	
3,000	" 4,000 "	3	4	
4,000	" 5,000 "	9	3	
5,000	" 6,000 "	10	3	
6,000	" 8,000 "	17	4	
8,000	" 10,000 "	3	1	
10,000	" 12,000 "	4		
12,000	" 15,000 "	2		
15,000	" 20,000 "	1		
20,000 tons and above.....		3		
		179	21	22

TABLE showing the countries for which the Merchant Vessels launched in Great Britain and Ireland during 1923 have been built

Countries for which intended	Number	Gross Tonnage
Great Britain and Ireland.....	203	626,805
British Dominions.....	12	8,594
Egypt.....	1	806
France.....	2	1,809
Holland.....	1	3,117
Norway.....	1	4,000
Russia.....	1	300
Spain.....	1	220
Total.....	222	645,651

During 1923 there were launched in Great Britain and Ireland 222 merchant ships, with a total gross tonnage of 645,651 tons.

Of this tonnage 18,846 tons, or less than 3 per cent, was for foreign owners; twelve of the ships were built for the dominions and only seven all told for continental countries. In 1922 of Britain's total output, 26 per cent was for foreign owners; her 1923 foreign output thus shows a decline of about 23 per cent.

All the vessels built in 1923 were of steel, and not a single sailing vessel was launched during the year.

SIZE AND TYPE OF VESSELS

The 1923 returns show that thirty-eight vessels of between 5,000 and 10,000 tons each and ten vessels of 10,000 tons and upwards were launched. The following are the largest:—

Minnewaska.....	21,716 tons
Mooltan.....	20,847 "
Maloja.....	20,837 "
California.....	16,792 "
Ascania.....	13,911 "
Voltaire.....	13,248 "

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Excluding vessels of less than 1,000 tons, nine vessels of about 58,200 tons for the carriage of oil in bulk were launched during 1923. Of these, five vessels of about 30,500 tons were built on the Isherwood system of longitudinal framing.

The average tonnage of steamers and motor vessels launched during the year is lower than usual, viz: 3,805 tons, excluding vessels of less than 500 tons; in 1922 the average tonnage was 5,186, and in 1921 4,602.

VESSELS FITTED WITH TURBINES

Fitted with this method of propulsion and all of them with geared turbines, eleven vessels with a total tonnage of 121,075 tons were launched. It may be stated that of the vessels of 10,000 tons and upwards launched during the year, six are to be fitted with turbines.

VESSELS FITTED WITH INTERNAL COMBUSTION ENGINES

During the year, twenty-one motor vessels of 87,244 tons have been launched, and eight of them are of 5,000 tons and upwards, the largest being of about 9,500 tons. These figures include two vessels, of 3,682 tons each, with electric motive power, oil engines being employed to drive the generators which supply the power to the propelling motors.

OUTPUT OF LEADING SHIPBUILDING CENTRES

As usual the Clyde district occupies first place among the shipbuilding centres, with an output of 173,201 tons. Then follow the Tyne (137,408 tons), Belfast (127,426 tons), the Tees (66,573 tons), and the Wear (51,561 tons). As compared with the output for 1922 the Clyde shows a decrease of 218,867 tons, the Tyne of 103,380 tons, but Belfast shows an increase of 40,131 tons.

Germany

During 1923, 117 vessels of 358,273 tons were launched in German yards. These figures comprise eight vessels of 13,211 tons launched at Danzig.

These figures include seven vessels of 66,370 tons to be fitted with steam turbines, and, apart from vessels of less than 1,000 tons, eight vessels of 41,772 tons to be fitted with oil engines.

The totals comprise eighteen vessels of between 4,000 and 6,000 tons, twelve of between 6,000 and 10,000 tons, four vessels of between 10,000 and 13,325 tons, and the *Deutschland*, of 20,602 tons, building at Hamburg.

United States

The output for 1923 comprised eighty-three vessels of 172,817 tons. Of this tonnage 76,326 tons were launched on the Great Lakes, a marked increase over 1922 when only 21,977 tons were launched.

The total figures include eleven steamers of between 6,000 and 9,000 tons each, only two of which, with a tonnage of about 16,900 tons, have been built on the coast, all the others having been launched on the Great Lakes. The totals also include eight vessels with a total tonnage of 11,545 tons which will have oil engines in conjunction with electric motors for the final drive.

France

French launchings for 1923 comprised twenty-seven vessels of 96,644 tons.

The total figures include seven steamers of between 5,000 and 7,700 tons, one motor vessel of 8,500 tons, and one turbine-engined vessel of 10,015 tons.

Japan

The output for this country was forty-four vessels of 72,475 tons.

The 1923 totals comprise two steamers of about 6,500 tons each, one of which will be fitted with turbines, and one other turbine-engined vessel of 10,380 tons.

Italy

The output of Italian yards for 1923 comprised twenty-one vessels of 66,523 gross tons. Only two vessels of 7,515 tons were launched in the Trieste district.

The totals comprise eight vessels of between 5,900 and 8,400 tons each. Five turbine-engined vessels were launched with a total tonnage of 30,723 tons, and one motor vessel of 5,888 tons.

Holland

The total launchings for 1923 were thirty-five vessels of 65,632 tons. As usual, the figures for this country do not include vessels exclusively intended for river navigation, the total tonnage of which vessels often reaches a very high figure.

Only five vessels of between 5,000 and 7,000 tons each have been launched, and one turbine-engined vessel of about 11,000 tons.

The figures include five vessels fitted with steam turbines, with a total tonnage of 33,285 tons.

British Dominions

In all the British Dominions forty-four vessels with a total tonnage of 41,263 tons were launched.

Of the total figures, 15,260 tons were launched at Hong Kong, 13,998 tons in Australia, and 11,038 tons in Canada.

With the exception of the *Fordsdale*, of 9,650 tons, built at Sydney, N.S.W., no vessel of over 3,500 tons was launched during the year.

Scandinavian Countries

The total outputs of Denmark, Norway and Sweden amounted to eighty-two vessels of 126,216 tons, as follows: Denmark, twenty-four vessels, 49,479 tons; Norway, forty-eight vessels, 42,619 tons; and Sweden, ten vessels, 20,118 tons.

The total figures include five motor vessels of between 4,500 and 6,600 tons, while the largest steamer launched in these countries is of less than 3,300 tons.

The total tonnage of the steel vessels fitted with internal combustion engines launched in these countries during 1923 amounts to 44,756 tons.

SUMMARY

Country	Gross tons
Great Britain and Ireland.....	645,651
Germany.....	358,273
United States.....	172,817
Scandinavian Countries (Denmark, Norway, Sweden).....	112,216
France.....	96,644
Japan.....	72,475
Italy.....	66,523
Holland.....	65,632
British Dominions.....	41,263

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TONNAGE under Construction Close of 1923

Country	Gross tons
Great Britain and Ireland.....	1,395,181
Germany (excluding Danzig with 12,440).....	324,185
Italy.....	119,663
Holland.....	112,811
France.....	110,725
United States.....	91,585

TABLE Showing the Total Output of Merchant Vessels in the World During 1923

Where Built	Steamers		Motor Vessels		Sailing Vessels and Barges		Total	
	No.	Gross tons	No.	Gross tons	No.	Gross tons	No.	Gross tons
Great Britain and Ireland.....	179	553,223	21	87,244	22	5,184	222	645,651
Other countries.....	339	835,527	81	138,796	59	23,207	479	997,530
Total for the world.....	518	1,388,750	102	226,040	81	28,391	701	1,643,181

COMPARISON OF 1922 AND 1923 OUTPUTS OF MERCHANT SHIPPING

The world output of merchant shipping in 1922 was 2,467,084 gross tons; in 1923, 1,643,181 tons, a decrease of 823,903 tons.

The output of Great Britain and Ireland in 1922 was 1,031,081 tons; in 1923, 645,651 tons, a decrease of 385,430 tons.

The output of Germany in 1922 was 575,264 tons; in 1923, 358,273 tons, a decrease of 216,991 tons.

United States' output in 1922 was 119,138 tons; in 1923, 172,817 tons, an increase of 53,679 tons.

France's output in 1922 was 184,509 tons; in 1923, 96,644 tons, a decrease of 87,865 tons.

The output of Japan in 1922 was 83,419 tons; in 1923, 72,475 tons, a decrease of 10,944 tons.

Italy's output in 1922 was 101,177 tons; in 1923, 66,523 tons, a decrease of 34,654 tons.

Holland's output in 1922 was 163,132 tons; in 1923, 65,632 tons, a decrease of 97,500 tons.

The output of the British dominions in 1922 was 62,765 tons; in 1923, 41,263 tons, a decrease of 21,502 tons.

The output of the Scandinavian countries (Denmark, Norway, Sweden) in 1922 was 103,445 tons; in 1923, 112,216 tons, an increase of 8,771 tons.

In Sweden there was a decrease of 9,920 tons, in Norway an increase of 10,228 tons, and in Denmark one of 8,463 tons.

There has been a decline in the 1923 tonnage output of every maritime country, with the exceptions of the United States, Norway, and Denmark.

Both in Great Britain and Ireland and in Germany the 1923 output was somewhat less than two-thirds of the 1922 one; the decline in the British dominions and in Italy was about the same.

In France the 1923 output was about one-half the 1922 one, and in Holland considerably less than one-half.

GENERAL STATISTICS

In 1923 Great Britain and Ireland contributed 39.2 per cent of the world's output of merchant tonnage; in 1922, 41.8 per cent.

Germany in 1923 contributed 31.8 per cent of world tonnage; in 1922, 23.3 per cent.

Of the total output for the countries other than Great Britain and Ireland in 1923 Germany contributed 36 per cent, and the United States 17.6 per cent.

Of the total tonnage launched in 1923, thirty-six vessels of 304,000 tons were fitted with steam turbines. The average tonnage of these vessels reached 8,444 tons.

The tonnage of new vessels to be fitted with internal combustion engines shows a marked increase. In 1923, 226,000 tons of shipping thus fitted were launched, representing $16\frac{1}{2}$ per cent of the total world steam tonnage output for 1923; in 1922 the percentage was $9\frac{1}{2}$.

The tonnage of motor vessels to be fitted with internal combustion engines building at the beginning of 1924 represented 35 per cent of the world's steam tonnage then under construction.

Of steam and motor tankers of 1,000 tons and upwards, world launchings in 1923 comprised twenty-three vessels of 126,181 gross tons. The leading nations in the production of this class of vessel were Great Britain and Ireland with nine, total tonnage 58,188, and Germany with three, total tonnage 12,384. The figures for 1922 were sixty-one vessels of 355,854 gross tons.

During 1923, of vessels of 20,000 tons and over, three were launched in Great Britain, and one in Germany; of vessels of between 15,000 and 20,000 tons, one was launched in Great Britain; of vessels of between 10,000 and 15,000 tons, six were launched in Great Britain and Ireland, four in Germany, and one each in France, Holland, and Japan.

RELATIVE POSITIONS OF LEADING SHIPBUILDING NATIONS IN 1922 AND 1923

In 1922 the leading shipbuilding nations were Great Britain and Ireland, Germany, France, Holland, United States, and Italy, in the order named.

In 1923, they were Great Britain and Ireland, Germany, United States, the Scandinavian countries (Denmark, Norway, Sweden), France, Japan, Italy, and Holland, in the order named.

GERMANY'S POSITION AS A SHIPBUILDING NATION

In the weekly numbers of *Fairplay* from September 6 to October 4, 1923, there appeared a series of articles, five in all, styled "Germany from Within" by a representative of that paper, who was sent to Germany for the express purpose of investigating at first hand German industrial conditions generally, and in particular, those affecting the shipbuilding and shipping trades.

As representing a well-known English shipping journal he had exceptional opportunities for interviewing all sorts and conditions of men engaged in the shipping trade in that country, and of obtaining their views on the present condition of Germany's shipbuilding industry.

These views are reproduced in his articles, which may accordingly be taken as authoritative, and fairly near the mark, and which are obviously written solely from an economic standpoint.

Corrected official figures of German merchant shipping tonnages for the years herewith given are as follows:—

In 1906 Germany possessed.. . . .	3,725,000 gross tons
In 1914 Germany possessed.. . . .	5,238,937 "
In 1919 Germany possessed.. . . .	672,671 "
In 1923 Germany possessed.. . . .	2,590,073 "

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It will be seen that in the eight pre-war years Germany's output of merchant tonnage amounted to 1,513,937 gross tons; in the 4 years succeeding the war to 1,917,402 tons; in the four post-war years she built 403,465 tons more of merchant shipping than in the eight pre-war years. This is a notable achievement and a convincing proof of the efficiency and producing power of German yards. There is however a reverse side to the shield.

Germany's chief industrial disability to-day arises from the French occupation of the Ruhr, as the figures herewith given will show.

An abundant supply of coal is a dominant factor in an industrial country. Prior to the war Germany was a heavy exporter of coal; she is now a heavy importer. In the first six months of 1923 German exports of coal, irrespective of reparations deliveries, amounted to 1,069,000 tons; her imports totalled 15,760,000 tons. In 1913 the output of coal from the Ruhr was 72 per cent of the entire output of the German Empire; the Ruhr also produced in 1913, 54 per cent of German pig-iron and 53 per cent of German raw steel.

Prior to the French occupation almost the entire supply of steel plates for German ships came from the Ruhr, at a cost of between £6 and £7 per ton; rather than pay the French tax of 10 per cent the Germans at present are importing these plates from England, at a cost of £11 per ton.

An obstacle to the continued successful operation, not merely of German shipbuilding plants, but of German industries generally, is the fact, that they are financed almost entirely by foreign capital. Holland is Germany's chief backer, as is only natural, as the industrial prosperity of Holland is bound up with that of the German hinterland.

All imports are obtained in this way upon the credits or securities of the firms concerned.

That German industrialists have extensive foreign holdings is well known, how extensive is not known, but in any case these foreign loans are a constant drain on the German holdings, and Germany's foreign creditors are becoming increasingly restless, and unwilling to advance further credits, this would mean the curtailing or shutting down of many of Germany's industrial plants.

The following comparative table of percentage of German goods exported to foreign countries in 1913 and 1922 is of interest as showing the increase of German exports to Holland:—

	1923	1922
Great Britain.....	14.2	7.7
United States.....	7.1	7.6
Holland.....	6.9	17.2
Sweden, Norway and Denmark.....	6.7	11.6
France.....	7.8	2.6
Russia, Finland and the New Rand States.....	9.7	4.1

In 1913 the main strength and earning power of Germany's merchant marine were centered in those two great lines the Hamburg-American, and the Norddeutscher Lloyd, or North German Lloyd.

In 1913 the Hamburg-American line possessed a fleet of 194 ocean-going steamers, with a total gross tonnage of 1,307,411 tons. In 1923 the fleet comprised 70 vessels, gross tonnage 291,595 tons.

The North German Lloyd in 1913 had a fleet of 494 vessels, total gross tonnage 982,592 tons. In 1923 the fleet comprised 30 vessels, total gross tonnage 135,546 tons.

As already shown German building since the war has brought the German merchant marine up to about one-half of its pre-war strength. It will be seen, however, that the tonnages of the two chief German lines were in 1923, in the case of the Hamburg-American line, about one-fifth of its pre-war tonnage, and in the case of the North German Lloyd not quite one-seventh of its pre-war tonnage; a heavy falling off.

Unemployment in Germany at present, and consequent communistic agitation is in the opinion of the reviewer considerably greater than is generally supposed, and is increasing to the detriment of German industries generally, including shipbuilding and its allied trades.

At the beginning of December, 1922, the number of unemployed on the registers of 800 German exchanges was 259,700, with a total of 42,860 drawing out of work pay. At the end of December, 1922, the figures had increased to 276,871, and 82,427 respectively. Since then unemployment has been aggravated by a number of men deported from the Ruhr. In August, 1923, it was currently reported that the number of unemployed in Hamburg alone amounted to 300,000.

There was a time during 1922 when Germany was actually on a par with Great Britain as the leading shipbuilding nation; for the quarter ended June 30, 1922, Lloyds put the British launchings at 148,886 tons, and estimated the German launchings at 150,000 tons.

In 1923, however, German building declined to the extent of 216,991 tons, or between one-half and one-third of her 1922 output. In this, however, Germany was not exceptional, as the building decline during 1923 was a general one.

The purport of these articles goes to show that German shipbuilding plants at present are faced with very grave industrial difficulties; if they can be surmounted, Germany will continue to be, as in the past, a great shipbuilding and shipowning nation; if not, the alternative would seem to be something approaching economic collapse.

IMPROVEMENT IN 1924 SHIPPING OUTLOOK

As already pointed out merchant marine tonnage laid up in nearly every maritime country in 1922 had materially lessened in 1923.

From 1920 to 1923 there was an intense competition and cutting of rates among shipping companies on all trade routes resulting in operating deficits.

At the beginning of 1924, however, rates, both in the Atlantic and Pacific trades, became stabilized through conferences between the different shipping companies interested, and this, together with the laying up or scrapping of the less efficient types of freighters, had a wholesome and steadying effect on the world shipping situation, which was reflected in the quotations of marine stocks.

A March, 1924, shipping number of the *New York Journal of Commerce* stated that in August, 1923, International Mercantile Marine preferred stock was quoted at \$18, in December of the same year it had risen to \$33, and in March, 1924, remained steady at \$30.

This journal is of the opinion that the present regulated rates both in the Atlantic and Pacific trades will remain in operation for some time to come. Dislocation of European trade due to economic unrest is still an ugly feature of present day shipping conditions; could this be remedied, additional European cargoes would tend to still further relieve shipping congestion.

CANADIAN GOVERNMENT MERCHANT MARINE

COMPARISON OF OPERATIONS 1922 AND 1923

	December 31, 1922	December 31, 1923
Gross revenue.....	\$ 9,705,786 97	\$8,992,308 71
Operating expenses.....	12,089,976 14	10,856,601 85
Deficit from operation.....	2,384,189 17	1,864,293 14

It will be seen that the deficit from operation for 1923 was \$519,896.03 less than in 1922, and also that both the gross revenue and operating expenses were less in 1923 than in 1922.

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The decrease in operating expenses was due to cancellation of South American, Mediterranean, and certain other unremunerative services, and curtailment as far as possible of general expenses.

The decrease in gross receipts was due in part to strikes occurring during the year at Cardiff, Swansea, London, Antwerp, and Vancouver, which interfered with sailings and in part to difficulty in obtaining full return cargoes, which reduced profits.

TRADE ROUTES

In November, 1923, a new monthly service was inaugurated between Vancouver and the United Kingdom. This is expected to provide accommodation for western provinces farmers and shippers and exporters on the Pacific coast. During the year eight of the smaller vessels were employed in the grain trade on the Great Lakes. Four of the vessels trading to United Kingdom ports were fitted in the spring for the carriage of cattle. During the navigation season several of the smaller vessels were used on the St. Lawrence route for the carriage of pulpwood from the Maritime Provinces to Quebec and Ontario.

DISPOSITION OF FLEET AS AT DECEMBER 31, 1923

United Kingdom and Continent.....	12 vessels
Australia.....	9 "
Oriental ports.....	4 "
West Indies.....	6 "
Newfoundland.....	1 "
Vancouver-California.....	5 "
India.....	1 "
Great Lakes grain trade.....	7 "
Laid up—Halifax.....	9 "
Montreal.....	6 "
	<hr/> 60 "

VOYAGES COMPLETED DURING THE YEAR

ATLANTIC

United Kingdom and Continent.....	65
West Indies—Freight.....	30
West Indies—Passenger.....	18
Newfoundland.....	18
Australia.....	14
	<hr/> 145
Charters.....	157

PACIFIC

Australia.....	16
Orient.....	14
India.....	1
Coastal.....	51
	<hr/> 82

REGULAR SAILINGS DURING THE YEAR

From the Atlantic

United Kingdom—

Fortnightly service to Cardiff and Swansea.

Fortnightly service to London and Antwerp.

West Indies—

Fortnightly freight service to St. Kitts, Antigua, Barbados, Trinidad and Demerara.

Three-weekly passenger and freight service to Bermuda, Nassau, Kingston and Belize.

Australia and New Zealand—

Monthly service to Auckland, Brisbane, Sydney, Melbourne and Adelaide.

Newfoundland—

Three-weekly service to St. John's, Newfoundland, via Charlottetown, Prince Edward Island.

From the Pacific

Pacific Coastal —

Weekly service to San Pedro and San Francisco.

United Kingdom—

New monthly service to United Kingdom started in November, 1923, to ports in English channel, Bristol channel and the west coast of United Kingdom.

Australia and New Zealand—

Monthly service to Auckland, Sydney, Melbourne and Adelaide.

Oriental—

Monthly service to Yokohama, Japan; and Shanghai, China; with occasional calls at Northern China ports.

VESSELS in Operation as at December 31, 1923

Canadian Adventurer.....	3,408
Canadian Aviator.....	5,166
Canadian Beaver.....	3,973
Canadian Britisher.....	8,100
Canadian Carrier.....	4,620
Canadian Challenger.....	8,423
Canadian Coaster.....	3,939
Canadian Commander.....	8,439
Canadian Conqueror.....	8,407
Canadian Constructor.....	10,500
Canadian Cruiser.....	10,682
Canadian Engineer.....	3,679
Canadian Explorer.....	8,341
Canadian Farmer.....	3,964
Canadian Fisher.....	5,100
Canadian Forester.....	5,100
Canadian Freighter.....	8,347
Canadian Gunner.....	3,978
Canadian Harvester.....	4,000
Canadian Highlander.....	8,449
Canadian Hunter.....	5,021
Canadian Importer.....	8,381
Canadian Inventor.....	8,350
Canadian Leader.....	8,456
Canadian Logger.....	3,839
Canadian Mariner.....	8,340
Canadian Miller.....	8,390
Canadian Miner.....	2,778
Canadian Navigator.....	4,581
Canadian Observer.....	3,982
Canadian Otter.....	4,555
Canadian Pathfinder.....	3,640
Canadian Pioneer.....	8,408
Canadian Planter.....	8,399
Canadian Prospector.....	8,367
Canadian Raider.....	5,181
Canadian Rancher.....	4,892
Canadian Ranger.....	8,382
Canadian Rover.....	3,920
Canadian Runner.....	4,573
Canadian Sailor.....	3,357
Canadian Sapper.....	2,781
Canadian Scottish.....	8,100
Canadian Sealer.....	2,777
Canadian Seigneur.....	8,391
Canadian Signaller.....	3,975
Canadian Skirmisher.....	8,424
Canadian Sower.....	3,406
Canadian Spinner.....	8,393

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VESSELS in Operation as at December 31, 1923—*Concluded*

Canadian Squatter.....	4,554
Canadian Trader.....	3,341
Canadian Transporter.....	8,356
Canadian Trapper.....	5,054
Canadian Traveller.....	8,439
Canadian Trooper.....	4,540
Canadian Victor.....	8,433
Canadian Volunteer.....	4,496
Canadian Voyageur.....	4,575
Canadian Warrior.....	3,995
Canadian Winner.....	8,407
Total fleet (60).....	362,844

VESSELS Sold During 1923

Canadian Settler.....	4,918
Thos. J. Drummond.....	3,501
Sheba.....	3,400
J. A. McKee.....	3,575

AMERICAN MERCHANT MARINE

The returns here given are taken from the annual report of the Commissioner of Navigation to the Secretary of Commerce for the American fiscal year ended June 30, 1923.

COMPARISON of American Merchant Fleet of 1922 and 1923

	1922		1923	
	Number	Gross tons	Number	Gross tons
Geographical Distribution—				
Atlantic and Gulf coasts.....	16,608	12,130,683	16,313	11,892,210
Pacific coast.....	6,298	3,473,581	6,244	3,495,751
Northern lakes.....	2,745	2,723,857	2,719	2,758,401
Western rivers.....	1,707	134,847	1,741	138,372
	27,358	18,462,968	27,017	18,284,734

VESSELS Built during Fiscal Years 1922 and 1923

	1922		1923	
	Number	Gross tons	Number	Gross tons
Geographical Distribution—				
Atlantic and Gulf coasts.....	503	505,170	421	215,634
Pacific coast.....	154	132,538	162	50,686
Northern lakes.....	63	8,102	57	60,279
Western rivers.....	125	15,422	130	9,031
	845	661,232	770	335,630

CURRENT AMERICAN SHIPBUILDING

On July 1, 1923, American shipyards were building or under contract to build for private shipowners 203 steel vessels of 172,301 gross tons, and five wood vessels of 1,004 gross tons.

Company	Steel		Wood	
	No.	Gross tons	No.	Gross tons
American Bridge Co., Ambridge, Pa.....	111	50,690		
American Shipbuilding Co., Cleveland, Ohio.....	6	42,984		
Arthur D. Storey, Essex, Mass.....			1	140
B. H. Elliot (Inc.), Houston, Tex.....			1	100
Bath Iron Works, Bath, Me.....	1	800		
Bethlehem Shipbuilding Corporation—				
Baltimore Dry Docks Plant, Baltimore, Md.....	1	920		
Harlan Plant, Wilmington, Del.....	2	792		
Sparrows Point Plant, Sparrows Point, Md.....			1	500
Booz Bros., Baltimore, Md.....			1	144
Charles Ward Engineering Works, Charleston, W.Va.....	4	1,030		
Craig Shipbuilding Co., Long Beach, Calif.....	2	800		
Dravo Contracting Co., Pittsburg, Pa.....	14	6,590		
Federal Shipbuilding Co., Newark, N.J.....	2	2,500		
Geo. Lawley & Son Corporation, Neponset, Mass.....	2	550		
Great Lakes Engineering Works, Ashtabula, Ohio.....	2	3,200		
Howard Shipyards Co., Jeffersonville, Ind.....	2	995		
James Rees & Sons Corporation, Pittsburg, Pa.....	1	175		
Johnson Iron Works, Dry Dock and Shipbuilding Co., New Orleans, La.....	1	250		
Los Angeles Shipbuilding and Dry Dock Corporation, Los Angeles, Calif.....	3	712		
Marietta Manufacturing Co., Point Pleasant, W.Va.....	10	3,279		
Nashville Bridge Co., Nashville, Tenn.....	4	1,060		
Newport News Shipbuilding and Dry Dock Co., Newport News, Va.....	3	14,250		
New York Shipbuilding Corporation, Camden, N.J.....	13	16,715		
Pusey & Jones Co., Wilmington, Del.....	3	2,190		
Staten Island Shipbuilding Co., Mariners Harbor, N.Y.....	5	1,200		
Sturgeon Bay Dry Dock Co., Sturgeon Bay, Wis.....	1	1,000		
Sun Shipbuilding Co., Chester, Pa.....	6	6,169		
Tebo Yacht Basin Co., Brooklyn, N.Y.....	2	450		
Toledo Shipbuilding Co., Toledo, Ohio.....	2	13,000		
Vinyard Shipbuilding Co., Melford, Del.....			1	120
Total.....	203	172,301	5	1,004

NATIONALITY OF CREWS, 1922 AND 1923

The following table shows the nationality of the officers (excluding masters) and men shipped and reshipped before shipping commissioners during 1922 and 1923.

Nationality	1922	1923
Americans (born).....	85,989	92,535
Americans (naturalized).....	26,284	27,611
British.....	27,551	24,736
Chinese.....	3,756	1,678
Japanese.....	467	165
Philippines.....	3,395	5,194
Germans.....	8,098	14,093
Norwegians.....	7,227	6,404
Swedes.....	6,550	6,319
Danes.....	4,000	3,404
Russians.....	4,483	3,878
Austrians.....	828	1,081
French.....	703	689
Spanish.....	22,787	19,167
Italians.....	2,754	2,291
Portuguese.....	4,884	3,531
Others.....	25,792	26,556
Total.....	235,548	239,332
Per cent Americans.....	47.6	50.2

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As compared with 1922, percentage of Americans (born or naturalized) in the American 1923 merchant marine has increased by $2\frac{1}{2}$ per cent, the number of Germans has nearly doubled, and British and Spaniards, which come next to the Americans in point of numbers, slightly decreased.

VALUE of American Foreign Trade Carried by American and Foreign Ships in
1922 and 1923

Year	Imports		Exports		Total American	Total Foreign
	In American vessels	In Foreign vessels	In American vessels	In Foreign vessels		
	\$	\$	\$	\$	\$	\$
1922.....	734,375,471	1,533,906,433	1,177,588,568	2,067,533,302	1,911,964,039	3,601,439,735
1923.....	1,054,944,070	2,230,235,779	1,292,872,059	2,064,880,605	2,347,816,129	4,295,116,384

OPERATIONS OF CHIEF CANADIAN SHIPBUILDING PLANTS

CANADIAN VICKERS, LTD., MONTREAL, P.Q.

Construction Work

Yard	Description of Vessel	Particulars of Vessel	Delivery
84	Hopper barge for the Canadian Government.	210'x35'x19' moulded steam single screw.	July, 1923.
85	Steel hull only for the Norway Bay Ferry Co.	67-6x19-8x6-9 moulded semi-Diesel, single screw.	May, 1923.
86	Steel hull for dipper dredge "John Kennedy."	104'x37'x10' and 8' 3" existing machinery transferred.	Delivery expected May, 1924.
87	Steel tug for the Hull and Ottawa Power Co.	45-9x10-6x5-2 semi-Diesel single screw..	" "
88	Steel scow for the Hull and Ottawa River Power Co.	100'x25'x6' 6" fitted for railroad cars....	April and May, 1924

Repair Work

Seventy-two vessels were dry-docked during the 1923 season, ranging in size from tug boats to 10,000-ton cargo ships; a majority of the vessels were lake carriers and sea-going cargo ships. The bottom repairs ranged from minor damages incurred among ice, up to extensive repairs due to collision and groundings; one cargo vessel was cut and lengthened 48 feet.

In addition to drydock work, 86 vessels were treated for minor repairs and overhaul, either in the company's own basin or at the vessel's berth in Montreal harbour.

DAVIE SHIPBUILDING AND REPAIRING CO., LTD., LAUZON, LEVIS, P.Q.

Construction Work

No.	—	Owners	Remarks
479	SS. tug.....	Department of Railways and Canals....	Steel hull only.
480	Pontoon.....	Canada Steamship Lines.....	"
481	Pontoon.....	".....	"
482	T.S. shallow draft scow.....	Brown Corporation.....	Steel hull only.
483	T.S. auto ferry.....	La Traversée de Lachine.....	Vessel complete.

Ships Repaired

Name	Owners	Repairs
Cairndhu.....	Cairn Lines.....	Hull repairs.
Gaspesia.....	Clarke Steamship Co.....	Hull and engine repairs.
Lord Strathcona.....	Quebec Salvage & W. Co.....	" "
Lightship No. 20.....	Department of Marine.....	Hull repairs.
Labrador.....	Clarke Steamship Co.....	"
Mikula.....	Department of Marine.....	"
Cartier.....	" ".....	"
Polana.....	" ".....	Reconditioning.
Arctic.....	" ".....	Hull repairs.
J. S. Thom.....	Quebec & Levis Ferry Co.....	"
Essex County.....	Canada Steamship Lines.....	"
Briton.....	Buckeye Steamship Co.....	Cutting in 2 sections.
Canadian.....	Canada Steamship Lines.....	Hull repairs.
Guide.....	Bras d'Or Co.....	"
Laura Macersk.....	Norwegian owners.....	"
Jan.....	" ".....	"
Loos.....	Department of Marine.....	"
Lady Grey.....	" ".....	Hull and engine repairs.
Manoa.....	Canada Steamship Lines.....	"
Maplebrook.....	" ".....	Hull repairs.
North Wind.....	Buckeye Steamship Co.....	Cutting in 2 sections.
Saguenay.....	Canada Steamship Lines.....	Hull repairs.
Saskatoon.....	" ".....	"
Glenburnie.....	" ".....	"
Mapledawn.....	Canada Steamship Lines.....	"
Welland County.....	" ".....	"
West Kebar.....	U.S. Shipping Board.....	"
Beaverton.....	Canada Steamship Lines.....	"
Druid.....	Department of Marine.....	"
Glenellah.....	Canada Steamship Lines.....	"
Kenora.....	" ".....	"
Mapleheath.....	" ".....	"
Edmonton.....	" ".....	"
Leicester.....	" ".....	"
Maplebranch.....	Canada Steamship Lines.....	"
Montcalm.....	Department of Marine.....	"
Winona.....	Canada Steamship Lines.....	"
Rosecastle.....	Dominion Coal Co.....	Engine repairs.
Quebec.....	Canada Steamship Lines.....	Hull repairs.
Mapleton.....	" ".....	"
Hassel.....	Danish owners.....	"
Richelieu.....	Canada Steamship Lines.....	"
Brisois.....	French owners.....	"
Melita.....	Canadian Pac. Steamships.....	Engine repairs.
Savoy.....	Anticosti Island Agency.....	Hull repairs.
Dredge New Welland.....	National Dock and Dredging Co.....	"
Dredge 110.....	Department Public Works.....	"
Dredge 116.....	" ".....	"
Storm King.....	" ".....	"
Witherbee.....	" ".....	"

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PORT ARTHUR SHIPBUILDING CO., LTD., PORT ARTHUR, ONT.

Repair Work

Total number of boats entering plant for repairs.....	153
Number of hull repair jobs involved.....	71
" engine " "	49
" boiler " "	43
" miscellaneous "	31
	194

Dry Dock Report

Number of boats docked.....	16	Gross tonnage.....	64,131
Number of tugs docked.....	10		
Total.....	26		

No new construction.

MIDLAND SHIPBUILDING CO., LTD., MIDLAND, ONT.

No new construction. Repairs of varying dimensions were made to the following steamers: *Glendowan*, *Glenealy*, *Glenorchy*, *Glenlyon*, *Glendochart*, *Glegarnock*, *Glenfinnan*, *Glenrig*, etc.

Partial reconstruction was carried out on ss. *Hartnell*.

Rudder renewed on ss. *Alberta*.

Installation of water tank and relative piping system on ss. *Manitoba*.

WALLACE SHIPBUILDING AND DRY DOCK CO., LTD.

New Construction: One 500-ton scow, one 30-foot launch.

Reconditioning: SS. *Lady Evelyn*, ss. *Hercules*, ss. *Imperial*.

Repairs: Deep-sea Vessels—

SS. Hawaii Maru.....	Deck repairs.
SS. Camosun.....	Hull and engine repairs.
SS. Cowichan.....	Deck, engine and hull repairs.
SS. Baychimo.....	Deck and engine repairs.
SS. El Lobo.....	Engine repairs.
N.V. City Ferry No. 2.....	Deck, engine and hull repairs.
N.V. City Ferry No. 3.....	Deck, engine and hull repairs.
SS. Cardiganshire.....	Deck and engine repairs.
SS. Eastholme.....	Engine and hull repairs.
SS. Gunner.....	Deck repairs hull.
SS. Cheam.....	Deck, hull, engine and boiler.
SS. Canadian Skirmisher.....	Engine.
SS. Baychimo.....	Engine and deck repairs.
SS. Givinchy.....	Engine repairs
SS. Moerdyk.....	"
SS. Agnes Dollar.....	Deck repairs.
SS. Makura.....	Deck and engine repairs.
Transfer barge No. 2.....	Hull repairs.
R.M.S. Empress of Canada.....	Boiler and engine repairs.
SS. Hakata Maru.....	Deck repairs and engine.
SS. Canadian Farmer.....	Engine and deck repairs.
SS. Canadian Traveller.....	"
SS. Celtic.....	Hull, deck and engine repairs.
SS. Canadian Observer.....	Engine and hull repairs.
R.M.S. Empress of Russia.....	Deck and engine repairs.
SS. Canadian Scottish.....	Engine repairs.
SS. Hofuku Maru.....	"
R.M.S. Niagara.....	Engine, boilers, deck, oil and tank repairs.
R.M.S. Empress of Australia.....	Engine and deck repairs.
SS. Polarim.....	Engine repairs.
SS. Prince John.....	Deck, hull, engine and boiler.
Transfer Barge No. 4.....	Hull repairs.
SS. Ballena.....	Hull and engine repairs.
SS. Clansman.....	Engine repairs.
SS. Chilkoot.....	Hull, engine and deck repairs.

Repairs: Deep-sea Vessels—*Continued.*

R.M.S. Empress of Asia.....	Engine and deck repairs.
SS. Canadian Winner.....	Engine and deck repairs.
SS. Defender.....	Engine repairs.
Tanker La Habra.....	Engine and deck repairs.
SS. Canadian Prospector.....	Deck and boiler repairs.
SS. Canadian Highlander.....	Deck and engine repairs.
SS. Cardena.....	Deck, hull and engine repairs.
M.S. Lima.....	Deck and engine repairs.
SS. Canadian Volunteer.....	Engine and deck repairs.
SS. E. D. Kingsley.....	Engine, hull and deck.
SS. Anyox.....	Deck, engine, boiler and hull.
SS. Canadian Britisher.....	Engine.
SS. Chelohsin.....	Hull and engine.
SS. Canadian Importer.....	Deck and engine.
SS. Coaster.....	Engine and boiler.
Schooner Wm. Taylor.....	Hull repairs.
SS. Venture.....	Hull, engine, boiler and deck.
SS. Thoedis.....	Engine.
Bktme. S. F. Tolmie.....	Hull and deck.
SS. Calonne.....	Engine and deck.
SS. Kasha Maru.....	Engine.
SS. Canadian Inventor.....	Boiler, engine, deck and hull.
SS. Malaspina.....	Hull.
SS. Albertolite.....	Deck.
SS. Margaret Coughlin.....	Engine and deck.
SS. Princess Louise.....	Deck and engine.
SS. Toshiu Maru.....	Deck.
Schooner S. N. Castle.....	Hull and deck.
M.S. Siam.....	Deck, engine and hull.
SS. Amur.....	Engine, boiler and deck.
SS. Prince Rupert.....	Engine.
SS. Cheakamus.....	Engine and hull.
SS. Lampoc.....	Engine and deck.
SS. Arabian.....	Deck and engine.
SS. San Joaquin.....	Boiler.
SS. U.S. Peru.....	Engine.
SS. Colligian.....	Deck.
SS. Hindustan.....	"
SS. Dintledyk.....	Engine.
SS. Aden Maru.....	Deck.
SS. Jacques Cartier.....	"
SS. Antar.....	Deck and engine.
SS. Zyama Maru.....	Engine.
SS. Canadian Scottish.....	Deck, engine and hull.
SS. Pacific.....	Engine.
SS. Venice Maru.....	Deck.
SS. India Maru.....	Engine.
SS. Zillamook.....	Hull.
SS. Narenta.....	Engine and deck.
SS. Canadian Rover.....	Hull, engine and deck.
SS. Ariagamenti.....	Engine and deck.
SS. Baxter.....	Deck.
SS. Faxen.....	Deck and engine.
SS. Canora.....	Engine and deck.
M.S. Canada.....	Deck.
SS. Canadian Trooper.....	Engine.
SS. Talabot.....	Deck.
SS. Capetown Maru.....	Engine, boilers and deck.
SS. Elida Clausen.....	Deck and engine.
SS. Laponia.....	Engine.
SS. Royal Prince.....	Boiler and engine.
SS. Northwestern Miller.....	Deck.
SS. China Maru.....	Engine and deck.
SS. Bordeaux Maru.....	Engine.
SS. Roman Star.....	Deck and engine.
SS. San Francisco Maru.....	Engine and boilers.
M.S. Culburra.....	Boiler and engine.
SS. Rhine Maru.....	Engine.
SS. Salatiga.....	Deck.
SS. Manulani.....	Deck and engine.
SS. Elverie.....	Deck.
SS. Laristan.....	Engine.
SS. Prince George.....	Deck.
SS. Lompoc.....	Engine.
SS. Holland Maru.....	"
SS. England Maru.....	"
SS. Montpelier.....	Engine and deck.
SS. Victoria Maru.....	Deck.

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Repairs: Deap-seau Vessels—*Concluded*

SS. Australien.....	"
SS. Diana Dollar.....	"
SS. Hayo Maru.....	Engine.
SS. Keifuku Maru.....	Deck and engine.
SS. Kinderdyk.....	Engine, boilers and deck.
SS. Eastway.....	Engines.
SS. Inkum.....	Deck.
M.S. Loch Goil.....	Engine.
SS. Fuji Maru.....	Hull.
SS. London Shipper.....	Deck.
SS. Maru Marsh.....	Engine.

In addition repairs were effected to 42 tugs, 15 scows, 5 dredges, 2 launches and 9 barges, and to 64 vessels lined for the carrying of grain.

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STATEMENT Showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion, on December 31, 1923

Ports	Sailing Vessels			Steam Vessels		
	Number	Gross tons	Net tons	Number	Gross tons	Net tons
<i>New Brunswick—</i>						
Campbellton.....				1	68	13
Chatham.....	285	7,849	7,575	133	4,339	2,800
Dorchester.....	2	277	262	2	8	6
Moncton.....	2	28	26			
Richibucto.....	20	363	353	14	257	191
Sackville.....	1	12	12	1	16	11
St. Andrews.....	110	1,905	1,850	45	978	703
St. John.....	157	15,398	14,830	100	14,949	10,166
	577	25,832	24,908	296	20,615	13,890
<i>Nova Scotia—</i>						
Amherst.....	2	97	80	2	59	50
Annapolis Royal.....	11	2,746	2,433	8	677	423
Arichat.....	61	1,617	1,560	30	508	471
Barrington Passage.....	30	679	649	38	818	724
Canso.....	33	936	883	9	190	174
Digby.....	57	2,564	2,448	21	1,205	895
Guysboro.....	3	308	279			
Halifax.....	121	7,888	7,604	148	55,077	33,975
Lahave.....	35	7,735	6,150	6	448	406
Liverpool.....	19	1,997	1,781	22	1,119	654
Lunenburg.....	188	24,219	18,875	161	4,790	3,570
Maitland.....	5	723	646	1	88	59
Parrsboro.....	47	14,819	13,590	16	1,265	905
Pictou.....	12	2,723	2,517	13	2,134	1,358
Port Hawkesbury.....	24	373	373	8	208	173
Port Medway.....	4	226	226	4	60	56
Shelburne.....	33	1,417	1,408	23	1,044	822
Sydney.....	61	4,277	4,049	46	3,400	1,730
Truro.....				1	18	7
Weymouth.....	17	5,427	4,750	16	865	617
Windsor.....	27	14,615	13,443	17	4,300	2,616
Yarmouth.....	66	2,292	2,185	59	9,983	5,027
	856	97,678	85,929	649	88,256	54,712
<i>Ontario—</i>						
Amherstburg.....	4	602	602	8	895	471
Belleville.....	2	72	72	10	232	138
Bowmanville.....	1	146	146			
Brockville.....	1	819	751	14	530	339
Chatham.....	6	829	819	7	333	224
Cobourg.....						
Collingwood.....	4	1,119	1,119	48	17,357	11,676
Cornwall.....				5	173	101
Deseronto.....	5	403	370	3	31	22
Dunnville.....	1	87	57			
Fort William.....	1	413	413	2	124	69
Goderich.....	4	675	675	26	1,422	943
Hamilton.....	3	807	780	21	9,188	5,701
Kenora.....	6	535	535	89	3,845	2,445
Kingston.....	47	8,209	7,302	103	9,476	5,655
Lindsay.....				12	397	271
Midland.....	7	3,681	3,166	58	68,911	44,505
Napanee.....	1	122	122			
Oakville.....	1	26	26			
Ottawa.....	108	17,208	16,219	206	41,577	21,107
Owen Sound.....	6	2,708	2,436	31	3,262	2,180
Peterboro.....	22	1,744	1,744	47	1,004	687
Pictou.....	5	2,066	1,885	9	3,962	2,787
Port Arthur.....	65	19,984	19,613	76	23,752	14,183
Port Burwell.....				8	285	146
Port Dover.....	1	68	68	13	403	253
Port Hope.....	1	213	190			
Port Stanley.....				23	936	598
Prescott.....	8	1,323	1,195	12	2,262	1,528
Sarnia.....	9	2,212	1,978	38	32,000	19,838

15 GEORGE V, A. 1925

STATEMENT Showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion, on December 31, 1923—*Concluded*

Ports	Sailing Vessels			Steam Vessels		
	Number	Gross tons	Net tons	Number	Gross tons	Net tons
<i>Ontario—Con.</i>						
Sault Ste. Marie.....	38	7,636	7,355	48	18,682	11,602
St. Catharines.....	21	5,937	5,356	47	2,053	1,308
Simcoe.....	2	36	36	2	35	13
Southampton.....				8	282	191
Toronto.....	55	14,160	12,256	233	117,980	75,939
Wallaceburg.....	2	490	475	7	316	220
Whitby.....						
Windsor.....	12	2,536	2,396	14	4,342	2,548
	449	96,866	90,157	1,228	366,047	227,693
<i>Quebec—</i>						
Gaspe.....	11	475	435	4	284	202
Magdalen Islands.....	9	441	432	1	135	92
Montreal.....	265	87,359	83,726	446	487,905	294,684
Paspebiac.....	10	229	219	11	334	239
Quebec.....	308	32,809	31,795	167	29,669	17,144
Sorel.....	25	9,949	8,910	41	11,351	5,299
	628	131,262	125,517	670	529,678	317,660
<i>British Columbia—</i>						
New Westminster.....	108	17,713	17,673	250	10,181	5,606
Prince Rupert.....	4	1,227	1,227	93	15,444	9,240
Vancouver.....	371	64,354	63,608	911	176,049	106,629
Victoria.....	112	25,044	24,093	252	67,650	40,412
	595	108,338	106,601	1,506	269,324	161,888
<i>Prince Edward Island—</i>						
Charlottetown.....	99	6,748	6,319	34	7,069	3,281
<i>Saskatchewan—</i>						
Prince Albert.....	1	145	145	5	588	341
<i>Manitoba—</i>						
Winnipeg.....	24	4,953	4,953	69	8,039	5,254
<i>Yukon Territory—</i>						
Dawson.....	2	407	407	6	1,850	1,225
Grand Total.....	3,231	472,229	444,936	4,463	1,291,466	785,944

RECAPITULATION

Province	Sailing Vessels			Steam Vessels		
	Number	Gross tons	Net tons	Number	Gross tons	Net tons
New Brunswick.....	577	25,832	24,908	296	20,615	13,890
Nova Scotia.....	856	97,678	85,929	649	88,256	54,712
Ontario.....	449	96,866	90,157	1,228	366,047	227,693
Quebec.....	628	131,262	125,517	670	529,678	317,660
British Columbia.....	595	108,338	106,601	1,506	269,324	161,888
Prince Edward Island.....	99	6,748	6,319	34	7,069	3,281
Saskatchewan.....	1	145	145	5	588	341
Manitoba.....	24	4,953	4,953	69	8,039	5,254
Yukon Territory.....	2	407	407	6	1,850	1,225
	3,231	472,229	444,936	4,463	1,291,466	785,944

SESSIONAL PAPER No. 28

STATEMENT Showing the Number of Vessels Removed from the Registry Books of the Dominion, During the Year Ended December 31, 1923

Sold to foreigners.....	16
Wrecked.....	19
Stranded.....	13
Lost.....	8
Broken up.....	107
Abandoned at sea.....	7
Collisions.....	2
Foundered.....	9
Burnt.....	25
Transferred to St. John's, Nfld.....	4
Transferred to Great Britain.....	6
Transferred to British West Indies.....	3
Transferred to Australia.....	1
Transferred to Hong Kong.....	1
Missing.....	1
Seized by United States Government for smuggling.....	2
Total.....	<hr/> 224

It is estimated that 43,733 men and boys, etc., inclusive of masters, were employed on the ships registered in Canada during the year 1923

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Net Tons on the Registry Books of the Dominion of Canada, on December 31, in each Year from 1914 to 1923, both inclusive

Province	1914		1915		1916		1917		1918	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
New Brunswick.....	1,052	55,522	1,068	56,219	1,074	49,817	1,071	49,883	1,043	49,483
Nova Scotia.....	2,098	135,053	2,087	125,567	2,061	123,058	2,010	119,805	1,948	124,317
Quebec.....	1,663	259,143	1,590	267,897	1,452	273,770	1,391	283,942	1,318	175,235
Ontario.....	2,100	314,660	2,111	312,971	2,116	328,531	2,079	311,283	2,064	312,865
Prince Edward Island.....	1,149	10,029	1,158	11,518	1,155	10,652	1,157	10,955	1,158	10,805
British Columbia.....	1,591	147,192	1,643	144,835	1,687	145,525	1,731	183,002	1,928	231,513
Manitoba.....	103	7,999	84	7,480	95	8,353	5	530	96	9,791
Yukon District.....	11	2,295	11	2,295	11	2,295	99	9,834	8	2,040
Saskatchewan.....	5	529	5	530	5	530	10	2,204	5	529
	8,772	932,422	8,757	929,312	8,659	943,131	8,559	971,438	8,568	1,061,778

Province	1919		1920		1921		1922		1923	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
New Brunswick.....	1,018	42,050	917	38,634	859	40,456	866	39,107	873	38,798
Nova Scotia.....	1,965	158,100	1,709	152,130	1,550	153,461	1,523	146,329	1,505	140,641
Quebec.....	1,340	342,424	1,321	409,442	1,252	449,817	1,693	316,524	1,298	443,177
Ontario.....	1,986	320,065	1,793	313,875	1,681	306,944	1,314	459,207	1,677	317,850
Prince Edward Island.....	138	10,726	143	9,993	137	9,560	2,006	259,103	1,133	9,600
British Columbia.....	2,006	207,708	1,930	217,481	1,908	252,876	138	9,615	2,101	268,489
Manitoba.....	89	9,160	83	9,119	86	9,599	6	486	93	10,207
Yukon District.....	6	1,133	4	813	4	813	91	10,340	8	1,632
Saskatchewan.....	5	529	4	393	5	447	4	813	6	486
	8,573	1,091,895	7,904	1,151,880	7,482	1,223,973	7,641	1,241,524	7,694	1,230,880

SESSIONAL PAPER No. 28

COMPARATIVE STATEMENT of Vessels Built and Registered in the Dominion of Canada and their Net Tonnage during the Year ended December 31, in each Year from 1914 to 1923, both inclusive

Province	1914		1915		1916		1917		1918	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
New Brunswick.....	31	1,319	22	1,114	22	332	23	1,156	16	2,590
Nova Scotia.....	56	3,303	51	2,982	65	7,661	86	14,781	110	27,831
Quebec.....	51	6,753	49	7,790	51	8,643	32	8,058	26	9,086
Ontario.....	78	23,567	38	4,709	26	5,507	21	3,949	48	10,998
Prince Edward Island.....	2	35	2	24	.....	.....	.....	.....	4	78
British Columbia.....	97	5,867	79	2,057	65	4,487	77	17,452	192	54,889
Manitoba.....	11	2,899	5	156	15	1,573	4	881	1	39
Yukon District.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Saskatchewan.....	327	43,246	246	18,832	244	28,303	243	46,277	397	104,611
Province	1919		1920		1921		1922		1923	
	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons	Vessels	Tons
New Brunswick.....	14	3,326	5	103	5	547	18	192	14	213
Nova Scotia.....	165	43,877	87	15,440	38	12,357	26	1,704	38	2,119
Quebec.....	46	45,831	82	48,303	41	30,800	24	7,379	20	1,970
Ontario.....	37	10,858	14	3,004	17	2,386	67	6,647	23	3,632
Prince Edward Island.....	5	507	4	270	.....	.....	90	8,266	3	30
British Columbia.....	138	23,396	136	35,512	72	22,939	.....	.....	100	11,478
Manitoba.....	4	143	.....	.....	7	572	1	39	5	509
Yukon District.....	.....	.....	.....	.....	1	54	11	1,698	2	559
Saskatchewan.....	407	127,938	329	102,779	181	69,655	237	25,925	205	20,530

15 GEORGE V, A. 1925

VESSELS Built in 1923 and Exported without being Registered in Canada

SAIL—WOOD

Province	Number	Gross tonnage	Net tonnage
Nova Scotia.....	1	59	59

REPORT OF B. H. FRASER, M.E.I.C., CHIEF ENGINEER

OFFICE WORK

Total plans for twelve months.. . . .	2,627
Charts received and recorded.. . . .	60
Photographs received and recorded.. . . .	163
Specifications and bills of materials written.. . . .	100
Waterlots, lighthouse sites, etc..	117

PUBLICATIONS

Ninety Notices to Mariners were issued, covering 266 subjects.

The following may be specially noted:—

Change in traffic signals and regulations at Prospect point, B.C.

Amendment to regulations governing the operation of swing spans of railway bridges over navigable waters.

Radio beacon stations established.

Radio direction finding stations established.

Sailing directions for Malaspina inlet.

Sailing directions for Gunboat passage.

Regulations for the navigation through or under and the lighting of bridges over navigable waters in Canada.

Sailing directions for the channels from Idol point to Ocean Falls.

Weather, ice and other reports transmitted by radio.

Gulf of St. Lawrence ice patrol.

Notices relating to waters outside Canada.

The annual edition of the List of Lights, in three sections, was issued.

The construction of storm signal masts for the Meteorological Branch were attended to by this branch at the following places: Neils harbour, N.S.; Westport, N.S.; Tignish, P.E.I.; Cap aux Os, P.Q.; and Natashkwan, P.Q. Signal mast at Chebucto Head for Signal Service Branch.

The construction of a wooden dwelling at Red Head, N.B., for the Radio Branch, a steel semaphore tower at Point Nicolas, P.Q., for River St. Lawrence Ship Channel Branch, and repairs to the foundation of lifeboat house at Charlottetown, P.E.I., for Life Saving Branch.

ICE-BREAKING

The contract with the Great Lakes Transportation Company, to keep the harbours at the head of lake Superior open for navigation until December 17, in each year, and to open them in the spring as soon as the canal at Sault Ste. Marie is open for navigation, expired July 2, 1923.

New tenders for a 5-year contract were called dating from July 2, 1923, to July 2, 1928, the lowest tender was received from the Canadian Towing and Wrecking Company, Limited, of Port Arthur, Ontario, being \$30,000 per annum, which was accepted.

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REMOVAL OF OBSTRUCTIONS

- Halidays' wharf, P.E.I. Wreck of *Katie* and *Ellen* removed by departmental diver.
 Annandale, P.E.I. Schooner *Beulah*, wrecked at Grand river, removed by departmental diver.
 Halidays' wharf, P.E.I. *Maggie May*, removed by departmental diver.
 Georgetown, P.E.I. *Circassian*, removed by departmental diver.
 Near Charlottetown, P.E.I. *Malabar*, removed by departmental diver.
 Charlottetown, P.E.I. *Milo*, removed by departmental diver.
 Montague, P.E.I. *Alf. B. Parker*, removed by departmental diver.
 Gaspereaux river, N.B. at
 Port Elgin. Debris of old bridge removed by owners.
 False passage, N.S. (near
 Mary Joseph). Schooner *Preceptor* removed under contract by Mr. Turner.
 Bliss island, N.B. The masts of schooner *Centenial* which were a menace to navigation were removed by C.G.S. *Laurentian*.
 Beaver harbour, N.B. Schooner *Flora M.*, which was a menace to navigation was moved to a safe position.
 South of Partridge Isd., N.B. Schooner *Maid of Scotland* which was rammed by Str. *Perene* and sunk, was removed under contract by Swanton Bros.
 Seal Cove, N.B. A few rocks in channel were removed.
 St. Martins, N.B. The wreck of schooner *Telumah* was moved by the owners to a safe position.
 Weymouth, N.S. Logs obstructing navigation were removed.
 Port Williams, N.S. Schooner *Whisper*, wrecked at the wharf, was removed under contract by The Gypson Company of Windsor.
 Gaspé, P.Q. Schooner *Minnie May*, which filled with water and sunk in the port, was removed by the owners.
 Sorel, P.Q. Removal of old sunken barge.
 Coldwater, Ont. Steam launch *Lucu*, sunk near wharf, was removed by owner.
 Goderich, Ont. Wreck of barge *Olga* removed by owners.
 Port Stanley, Ont. Fish tug *Glen Erie*, burnt at harbour, was removed by owner.
 Port Stanley, Ont. Fish tug *Choctaw* was removed by owner.
 Port Stanley, Ont. The wreck of *D. M. Morrison* was removed by owner.
 Rondeau, Ont. The wrecks of tugs *Agnes W* and *St. Williams* were removed by owner.

MAINTENANCE AND REPAIRS TO WHARVES

Repairs to wharves were attended to by this Branch at the following places:—

Nova Scotia—
 Port Clyde,
 Shelburne,
 Canada creek,
 Carrs brook,
 Church point,
 Clarks harbour,
 Kingsport,
 Digby,
 Meteghan,
 Pickets wharf,
 Saulnierville,
 Shag harbour,
 Tiverton,
 Cheticamp,
 Isaacs harbour.

Ontario—
 Magnetawan,
 Petawawa,
 The Pas.

Prince Edward Island—
 Alberton,
 Belfast,
 China point,
 Franklin wharf,
 Grindstone,
 Hickey's wharf,
 North Cardigan,
 St. Marys bay,
 Sturgeon wharf,
 Victoria.

British Columbia—
 Hope bay,
 Powell river,
 Royston,
 Summerland.

Quebec—
 Berthier-en-Bas,
 Chicoutimi,
 Grand river,
 Perce,
 Riviere aux Vases,
 Roberval,
 St. Alphonse,
 St. Anne des Monts,
 St. Irene,
 St. Luce,
 Seven islands,
 Graham,
 St. Anne de Bellevue,
 Treadwell,
 Ville Marie.

New Brunswick—
 Comeau cove,
 Lorneville,
 Whites Bluff,
 Tracadie.

NOVA SCOTIA AGENCY

NEW AIDS TO NAVIGATION

Crichton head.. . . . Hand fog horn.
 Rochford point, Louisburg .. Erection of wooden range light towers showing white catoptric lights.

Changes and improvements in existing aids also miscellaneous items of construction, repairs and replacements at the following places:—

Battery point Hand fog horn.
 Chebucto head.. . . . Oil shed.
 Dartmouth.. . . . 45 fathoms 1 $\frac{3}{4}$ -inch chain.
 74 shackles.
 105 fathoms 1 $\frac{1}{4}$ -inch chain.
 420 fathoms 1 $\frac{3}{4}$ -inch close link chain.
 210 fathoms each of $\frac{1}{2}$ -inch, $\frac{3}{8}$ -inch and $\frac{3}{4}$ -inch close link chain.
 30 cedar spars.
 32 cast-iron castings for gas and whistling buoys.
 Painting of buildings.
 Repairs to wharf.
 6 double hand fog horns.
 57 granite anchors.
 120 fathoms 4-inch steel wire rope.
 25 each of 1 $\frac{1}{2}$ -inch, 1 $\frac{3}{4}$ -inch and 2-inch key shackles.
 Extra work fitting up "Vimy" as a lightship.
 Egg island.. . . . Erection of a dwelling.
 Fort point.. . . . Repairs to fence and breakwater.
 Glace bay.. . . . Front range destroyed by fire, replaced by a tower.
 Louisburg.. . . . Erection of a reinforced concrete tower and wooden dwelling.
 Louisburg range.. . . . Reflector with lamp.
 Pearl island.. . . . Hand fog horn.
 Port Morien.. . . . Provision of an anchor lantern.
 Sambro.. . . . Repairs to tower and dwelling.
 Scatarie.. . . . Construction of wooden double dwelling.
 Three Top island.. . . . Repairs to dwelling.

NEW BRUNSWICK AGENCY

NEW AIDS TO NAVIGATION

Hantsport.. . . . Installation of 6th order lens on gable of warehouse.
 North Head.. . . . Erection of a pole light with shed at base.
 Oak Point.. . . . Erection of a pole light with shed at base.

Changes and improvements in existing aids, also miscellaneous items of construction, repairs and replacements at the following places:—

Apple river.. . . . Installation of type "B" diaphone plant.
 Bliss island.. . . . Set of screens for occulting apparatus.
 Cape Sable.. . . . Erection of an 86-foot reinforced concrete tower and 10-foot cast-iron lantern.
 Economy.. . . . Erection of a pole light.
 Head harbour.. . . . Construction of a concrete retaining wall.
 Minasville.. . . . Re-erection of pole light on breakwater.
 Musquash.. . . . Provision of a Reliance clock.
 Pecks point.. . . . New one-inch diaphone.
 Point Prim.. . . . Repairs to lighthouse and lantern.
 Pompey Ledge.. . . . Repairs to spindle.
 St. John.. . . . Thimbles and splicing hawsers at No. 15 wharf.
 Electric wiring of sheds No. 7 and No. 15.
 Two gas and whistling buoy superstructures.
 Two deep-draught gas and whistling buoy floats.
 Four buoy mooring pennants.
 Four 300-lb. Meneely bells.
 Eleven generator tubes.

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NEW BRUNSWICK AGENCY—*Concluded*CHANGES AND IMPROVEMENTS, ETC.—*Concluded*

St. John.. . . .	Overhauling and renovating electric wiring and repairs to sheds.
	580 fathoms $1\frac{1}{2}$ -inch middle link chain.
	10 600-lb. cast-iron ball weights.
	48 fathoms $\frac{3}{8}$ -inch chain.
	400 fathoms 1-inch middle link chain.
	420 fathoms $1\frac{1}{4}$ -inch middle link chain.
	30 fathoms $\frac{1}{2}$ -inch close link chain.
	80 fathoms $\frac{3}{8}$ -inch close link chain.
	200 fathoms $\frac{3}{4}$ -inch close link chain.
	4 American type bells.
	12 cast-iron ball weights.
	200 fathoms $1\frac{1}{4}$ -inch close link chain.
	150 fathoms $1\frac{1}{2}$ -inch close link chain.
	30 $1\frac{1}{2}$ -inch x 36-inch anchor eyebolts.
	18 $1\frac{1}{2}$ -inch x 36-inch anchor eyebolts.
	Swivels and shackles.
	8 8,000-lb. granite anchors.
Sandy ledge.. . . .	Rebuilding spindle.
Seal island.. . . .	Position of diaphone resonator changed.
West Head, Cape Sable island.	Installation of 5th order lens.
Yarmouth.. . . .	Repairs to steamer <i>John C. Stoneman</i> , used temporarily as a lightship.

PRINCE EDWARD ISLAND AGENCY

NEW AIDS TO NAVIGATION

Burnt Church	Establishment of a pole light with shed at base, Anchor lantern.
Cap Rouge.. . . .	Establishment of a pole light with shed at base, pressed lens lantern.
Haldimand gully.. . . .	Range pole lights with sheds at base.
Changes and improvements in existing aids, also miscellaneous items of construction, repairs and replacements at the following places:—	
Alborton.. . . .	Front range light moved to a new location, and back light pole renewed.
Belle isle S.W... . .	General repairs to high and low lights.
Bird Rocks.. . . .	Provision and installation of a hoisting engine, etc.
Brighton range.. . . .	Repairs to foundation.
Cape Anguille.. . . .	Repairs to verandah, steps, etc.
Cape Tormentine.. . . .	Repairs to back light.
Charlottetown.. . . .	Oxy-acetylene welding outfit.
	150 fathoms $\frac{1}{2}$ -inch close link chain.
	150 fathoms $\frac{3}{8}$ -inch close link chain.
	50 fathoms $\frac{7}{8}$ -inch close link chain.
	6 1,500-lb. granite anchors.
	Repairs to float.
	10 325-lb. concrete anchors.
	36 special wrought-iron anchors.
East point.. . . .	Construction of dwelling.
Entry island.. . . .	Completion of work of construction of fog alarm, dwelling, etc., started last year.
Grand Entry.. . . .	Range lights moved to a new location.
Indian Rock.. . . .	12-foot, superstructure for buoy.
Mabou.. . . .	Repairs to front and back lights.
Point Prim.. . . .	12-foot superstructure for buoy.
Point Amour.. . . .	Completion of alterations to dwelling, repairs, etc. Work started last year.
St. Mary island.. . . .	Storm doors provided.
Shediac.. . . .	Temporary walk to back light.
Shippigan gully.. . . .	Anchor lanterns replaced by headlight lanterns.

QUEBEC DISTRICT

NEW AIDS TO NAVIGATION

Green island (West wharf) ..	Mast light and shed.
Green island (East wharf) ..	Wharf light.
Johan Beetz bay.. . . .	Mast range lights, Anchor lantern front light, headlight lantern for back light.
Long Point of Mingan.. . . .	Pole light, Anchor lantern.
Miscou wharf light.. . . .	Pole light, pressed lens lantern.
Petite Vallee.. . . .	Pole range lights, headlight lanterns.
Quetachua bay.. . . .	Pole range lights and headlight lanterns.
Riviere des Vases.. . . .	Pole light.
St. Francois river.. . . .	Pole range lights, pressed lens lanterns.
St. Maurice de l'Echourie.. .	Pole light to form a range, headlight lantern.
Trinity bay.. . . .	Pole light, Anchor lens lantern.

Changes and improvements in existing aids, also miscellaneous items of construction, repairs and replacements at the following places:—

Bagot Bluff.. . . .	Repairs to tower.
Bathurst.. . . .	Repairs to back range pier.
Bersimis.. . . .	Headlight lantern for back light.
Cape Chat.. . . .	Erection of dwelling to replace residence destroyed by fire.
Chicoutimi.. . . .	Installation of 7th order illuminating apparatus to replace former destroyed by fire.
Cloridorme.. . . .	Change in alignment of range lights.
Eskimo point.. . . .	Headlight lantern.
Heath point.. . . .	Repairs to powder magazine, storehouse and stable.
Pointe Bleue.. . . .	8-inch pressed lens lantern.
Quebec.. . . .	2 bell buoy floats.
	Repairs to time recording clocks.
	4 gas buoy floats.
	Repairs to boiler.
	Provision of new surface plate for shops.
	Provision of 2 dozen oil pumps.
	36 70-gallon oil tanks.
	240 pin shackles from $\frac{1}{2}$ -inch to $\frac{3}{8}$ -inch.
	30 250-lb. ball weights.
	3 1,000-lb. serrated cast-iron anchors.
	3 2,500-lb. serrated cast-iron anchors.
	7 3,500-lb. serrated cast-iron anchors.
	3 4,000-lb. serrated cast-iron anchors.
	4 4,500-lb. serrated cast-iron anchors.
	3 5,000-lb. serrated cast-iron anchors.
	Swivels and shackles for buoys.
	120 fathoms 1-inch chain.
	275 fathoms $1\frac{1}{4}$ -inch chain.
	Tube for bell buoy float.
	Completion of construction of wharf between Borland's wharf and Henry's wharf.
Riviere a la Martre.. . . .	Repairs to roof of shed, etc.
Sandy Beach.. . . .	Repairs to pier.
Seven islands.. . . .	Set of single flash reflectors 35 m/m oil vapour burner.
Southwest point	Repairs to tower and construction of new dwelling.
Table head.. . . .	Repairs to floor of fog alarm building, etc.
Upper Traverse pier.. . . .	Repairs to foundation.

MONTREAL DISTRICT

Changes and improvements in existing aids, also miscellaneous items of construction, repairs and replacements at the following places:—

Dixie	Repairs to front light pier protection.
Lake St. Peter.. . . .	Repairs to ice-breaker front.
Laperle traverse.. . . .	Two Piper lanterns.
L'Orignal.. . . .	Construction of bracket and provision of lens.
Montreal.. . . .	9 10,000-lb. concrete anchors.

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MONTREAL DISTRICT—*Concluded*

Montreal.. . . .	15 8,000-lb. concrete anchors.
	8 5,000-lb. concrete anchors.
	35 2,000-lb. concrete anchors.
	490 cast-iron ball weights.
	12 5,600-lb cast-steel anchors.
	Replacing tubes in boiler of scow <i>Quebec</i> .
	Shackles and swivels for buoys.
	Repairs to scows.
	110 Special shackles.
	7,500 ft. $\frac{3}{4}$ -inch, galvanized flexible steel wire.
	Transforming 52 gas tanks into oil storage tanks.
	Buoy materials.
	11 5,500-lb. cast-steel stockless anchors.
	6 L-200 lanterns and accessories.
	15 550-lb. lanterns and accessories.
	6 AW 300 accumulators.
Mousseau.. . . .	2 headlight lanterns.
Papineauville.. . . .	2 pressed lens lanterns.
St. Ours locks.. . . .	Pressed lens lantern.
St. Antoine (Church point)..	Pressed lens lantern.
Sorel.. . . .	186 red cedar poles.
Vaudreuil.. . . .	Red light.
Way shoal.. . . .	2 pressed lens lanterns.

ONTARIO, INCLUDING NORTHWEST TERRITORIES

NEW AIDS TO NAVIGATION

Icelandic river (Manitoba)...	Erection of range beacons and placing of buoys.
Port Arthur.. . . .	Establishment of an Aga light at the north entrance.
Trowbridge island.. . . .	Construction of a reinforced concrete tower, fog alarm building, dwelling, oil shed, boathouse, etc. Work not completed.

Changes and improvements in existing aids, also miscellaneous items of construction, repairs, and replacements at the following places:—

Amherstburg.. . . .	Installation of water service at depot.
	Repairs to scow <i>Parry Sound</i> .
	Repairs to bridge at depot.
	Repairs to wharf.
	Waling renewed.
	Repairs and improvements at depot.
	Installation of engine, derrick house, etc., on scow <i>Amherstburg</i> .
Northwest Territories.. . . .	Construction of range lights, placing of buoys, beacons, etc. on Athabaska, Slave and Mackenzie rivers.
Belleville.. . . .	Repairs to pier.
Bois Blanc.. . . .	Light changed to an unwatched light, using the Aga system.
Brighton.. . . .	Repairs to piers Nos. 1, 2 and 3, and re-erection of front range pole light.
Chippawa.. . . .	Improvement to light.
Collingwood.. . . .	Repairs to lighthouse.
Coppermine point.. . . .	Light changed to an unwatched light, using the Aga system.
Cutler.. . . .	Installation of 12-inch reflector and red glass.
Fox island.. . . .	Provision and installation of 6th order 360° lens and duplex lamp.
Grenadier island.. . . .	Installation of occulting white acetylene light.
Gros Cap lightship.. . . .	Refitting of vessel and machinery repaired and overhauled.
Leamington.. . . .	Lighting system changed to electricity.
Limekiln Crossing.. . . .	Repairs to walk leading from pier to shore.
Niagara-on-the-Lake.. . . .	Lighting system in range lights changed to electricity.
Ottawa.. . . .	Purchase of 60 dished heads for buoys.
Parry Sound.. . . .	200 ft. $\frac{1}{4}$ -inch black chain.
	500 ft. $\frac{3}{4}$ -inch galvanized chain.
	Repairs to buffers at wharf.

ONTARIO, INCLUDING NORTHWEST TERRITORIES—*Concluded*NEW AIDS TO NAVIGATION—*Concluded*

Parry Sound.. . . .	120 fathoms each of 1-inch and 1½-inch chain. 2 superstructures for bell buoys. 12 200-lb. concrete anchors.
Pointe la Barbe.. . . .	Piper lantern.
Port Dalhousie.. . . .	Installation of reflector with oil lamp.
Port Dover.. . . .	Electrification of lights and changing to red.
Prescott.. . . .	4 AW-300 Aga accumulators. 4 L-200 Aga lanterns with accessories. 1 whistling buoy superstructure. Painting and overhauling launch <i>Marafiscan</i> . 6 gas and bell buoy superstructures. 2 gas and whistling buoy superstructures, etc. 18 gas buoy superstructures. Caulking scow. 30 fathoms 1½-inch middle link chain. Fog alarm testing plant. Testing electric bulbs. 6 2,500-lb. concrete anchors. 6 5,000-lb. concrete anchors. Repairs to diving dress.
Red Rock.. . . .	Construction of a boat landing.
Selkirk, Manitoba.. . . .	Removing and replacing poles.
Southeast shoal (lightship)..	Installation of electric cluster lights.
Shaganash.. . . .	Construction of a wooden tower and dwelling.
Stag island.. . . .	Repairs to pier.
Telfer island.. . . .	8-inch pressed lens lantern.
Thames river.. . . .	Repairs to front tower.
Toronto East Gap.. . . .	Repairs to fog bell foundation.
Whitby.. . . .	Installation of an Aga light.

BRITISH COLUMBIA (VICTORIA AGENCY)

NEW AIDS TO NAVIGATION

Chief Rock	Erection of a day beacon.
Gallows point.. . . .	Installation of an electric light.
Changes and improvements in existing aids, also miscellaneous items of construction, repairs, and replacements at the following places:—	
Cape Beale.. . . .	Tramway repairs and installation of type "F" diaphone.
Discovery island.. . . .	Construction of a boathouse, repairs to verandah, sidewalk, and reshingling of oil shed.
Fraser river.. . . .	Erection of Aga beacon at North Arm, replacing one destroyed.
Kootenay.. . . .	New post in concrete block.
Kootenay lake.. . . .	Aga lighting system installed in the following places: Har- rops, Twelve-mile point, Nine-mile point, Seven-mile point, Five-mile point and Roberts point.
Lennard island.. . . .	Installation of type "F" diaphone.
Pachena point.. . . .	Repairs to dwelling.
Quatsino.. . . .	Erection of fog alarm building and erection of machinery.
Victoria.. . . .	24 200-lb. cast-iron counterweights for buoys. 24 300-lb. cast-iron counterweights for buoys. 3 400-lb. cast-iron counterweights for buoys. 24 Spar buoys. 150 fathoms 1½-inch middle link chain. 9 cedar platform buoys. Depot buildings repainted. Repairs to Marine Depot wharf. 66 main pins and forelocks. 4 6,000-lb. concrete anchors. 2 8,000-lb. concrete anchors. 100 100-gallon tanks for oil storage. 10 600-gallon tanks for oil storage.

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BRITISH COLUMBIA (PRINCE RUPERT AGENCY)

NEW AIDS TO NAVIGATION

Amur rocks..Day beacon.
Cook point.. . . .	..Installation of an unwatched light, using Aga system.
Donald point.. . . .	..Installation of an unwatched light, using Aga system.
Gunboat passage.. . . .	..Erection of two day beacons.
Hattie island.. . . .	..Installation of an unwatched light, using Aga system.
Hyndman reefs.. . . .	..Day beacon.
Juskatla inlet.. . . .	..Day beacon on Mackie rock.
Law island.. . . .	..Day beacon.
McKerman rock.. . . .	..Installation of an unwatched light, using Aga system.
Ramsden point.. . . .	..Installation of an unwatched light, using Aga system.
Salmon river flats.. . . .	..Installation of an unwatched light, using Aga system.
Sloop inlet.. . . .	..Erection of a day beacon.
Sunny island.. . . .	..Installation of an unwatched light, using Aga system.

Changes and improvements in existing aids, also miscellaneous items of construction, repairs, and replacements at the following places:—

David point.. . . .	..Fixed oil light changed to an unwatched occulting white light.
Prince Rupert.. . . .	..Repairs to Departmental wharf.
	..Repairs to Agent's dwelling.
	..100 fathoms 1½-inch middle link chain.
	..Departmental buildings repainted.
	..66 Bow shackles for buoys from ¾-inch to 1½-inch.
	..5 2,000-lb. concrete anchors.
	..2 4,000-lb. concrete anchors.

COMMISSIONER OF LIGHTS' BRANCH

REPORT OF J. G. MACPHAIL, B.A., B.Sc., M.E.I.C., COMMISSIONER OF LIGHTS

The principal work performed during the fiscal year ended March 31, 1924, has been an extension of the buoy and beacon services, together with the maintenance of lights and other aids to navigation throughout the Dominion, and the maintenance and inspection of public wharves. The operations of this branch are set forth in tabular form in two inclosures.

INCLOSURE No. 1.—Statement, by districts, showing the number of lights of the several orders, lightships, lightkeepers, fog signals, buoys, submarine bells, etc.

	1st order lights	2nd order lights	3rd order lights	4th order lights	5th order lights	6th order lights	7th order lights	Gas beacons	Pressed lens lights and other minor types	Catoptric lights	Electric lights	Total	Lightships	Lightkeepers	Dialphones	Fog runs and bombs
New Brunswick.....																
Nova Scotia.....	3	3	8	23	21	28	60	2	2	11	9	160	1	157	25	1
Prince Edward Island.....	2	7	9	33	14	20	39	3	13	45	5	185	1	169	18	1
Quebec.....	3	1	11	10	10	18	44	5	30	105	2	236	4	159	13	1
Montreal.....				7	7	6	19	6	26	93	15	252		198	22	4
Prescott.....				3	4	6	17	22	5	162	7	240		157	10	
Parry Sound.....		5	9	14	13	12	52	34	32	10	3	261	3	114	25	
Kenora.....				2			3			62	24	9		6		
Manitoba.....				3	3	1	4		1	5	2	16		10		
Victoria.....	3	1	3	7	7	1	10		3	6	19	127	1	63	20	
Prince Rupert.....	1		3	3	1		3	39		3		54		15	7	
Total.....	12	21	49	162	86	101	296	184	128	504	84	1,627	10	1,119	140	7

	Fog whistles	Sirens	Fog bells	Hand fog horns	Hand fog bells	Total fog signals	Fog signal stations Fog only	Gas buoys	Gas and whistling buoys	Gas and bell buoys	Whistling buoys	Bell buoys	Total gas and signal buoys	Lightship sub- marine bells	Lighted spar buoys, floats and dolphins	Unlighted buoys	Stakes, bushes and balises	Unlighted tripods, spindles and beacons
New Brunswick.....	1						59	3	13	3	7	30	56	1		566	509	59
Nova Scotia.....	1		10	22			68	6	20	13	18	43	100	1		1,050	13	9
Prince Edward Island.....		1	2	46			24	3	4	5	3	2	27	3		899	1,674	6
Quebec.....	4			22	4		56	1	63	8			73		1	270	100	41
Montreal.....								105					105		3	577	170	128
Prescott.....				5			19	37	4	1			39		1	548	76	5
Parry Sound.....	3		4	31			63	37		11		3	55	1	29	562		58
Kenora.....																439		
Manitoba.....				4			4									67		
Victoria.....			12	4				3	5	4	2	4	18	1	15	181		99
Prince Rupert.....			3	4			14	2	7	2			11		34	34		31
Total.....	9	1	35	147	4	343	12	259	53	47	30	95	484	7	49	5,193	2,511	436

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INCLOSURE No. 2.—Statement, by localities, giving the number of unlighted buoys, stakes, bushes, balises, tripods, floats, dolphins, spindles and beacons maintained throughout the Dominion during the fiscal year ended March 31, 1924.

NEW BRUNSWICK DISTRICT

Locality and Number of Stakes, Bushes, etc.	Number of Buoys	Locality and Number of Stakes, Bushes, etc.	Number of Buoys
Advocate harbour, N.S.	8	Letite, 1 spindle.	
Alma, Little Salmon river, N.B.	3	Letite, L'Etang and Bliss Harbour, N.B.	14
Apple river, N.S.	8	Little Wood island.	1
Argyle river and sound, N.S.	10	Lorneville, N.B., 1 spindle.	1
Avon river, N.S.	4	Magaguadavic, N.B.	13
Bear river, N.S.	7	Man O'War rock, L'Etang harbour, N.B.	2
Beaver Harbour, N.B.	4	Maquapit and French lakes, N.B., 57 stakes.	13
Big Duck island, Grand Manan.	1	Mink island, L'Etang harbour, N.B.	1
Blacks harbour, N.B.	3	Musquash, N.B.	7
Bliss island, N.B.	1	Old Man rock, N.S.	1
Blonde rock, N.S.	1	Old Woman rock, N.S.	1
Brier island, N.S.	1	Owls head, N.S.	1
Buck rock, Grand Manan.	1	Ox head ledges, N.B.	3
Calf island bay, N.S.	5	Parrsboro, N.S.	6
Campobello, N.B.	10	Pea point, L'Etang harbour, N.B.	1
Chambers rock, N.B.	1	Pease island, N.S.	1
Chamcook harbour entrance, N.B.	1	Ferry point, Kennebecasis river, N.B., 12 bushes.	
Chance harbour, N.B.	3	Petitcodiac river.	12
Chebogue, N.S.	1	Pubnico, N.S., 4 stakes.	17
Clark harbour, N.S.	18	Quaco, N.B.	1
Cockerwitt pass and Woods harbour, N.S., 1 spindle.	17	Roaring Bull rock, N.S.	1
Cumberland basin, N.S.	1	Robinsons ball station, Wood harbour, N.S.	2
Deadmans head, L'Etang harbour, N.B.	1	St. Andrews, N.B., 3 stakes.	15
Deer island, N.B., 12 spindles in the vicinity of island.		St. Croix river, N.B.	9
Digby and Annapolis, N.S.	15	St. John harbour, N.B.	3
Digdequash, N.B.	6	St. John river, N.B., 150 stakes and bushes.	86
Dipper harbour, N.B.	5	Salmon river, N.B., bushing.	15
Dochet island, St. Croix river.	1	Schooner rock, N.S.	1
Freeport, N.S., 1 beacon.	3	Scotchtown, N.B.	16
Goose bay, N.S., 35 stakes.	8	Shag Harbour, N.S.	17
Grand lake, N.B., bushes.	33	Shampiers wharf, N.B., 15 stakes.	2
Grand Manan, bay of Fundy, 2 spindles, 1 beacon.	18	Shulee, N.S.	8
Grand passage, N.S., 2 spindles.	5	Stay point, Lepreau river.	1
Grassy island, St. John river, 18 stakes	7	Tusket river, N.S.	9
Grindstone island bar.	1	Tusket Wedge, N.S., 3 spindles.	17
Gull ledge, N.S.	1	Tynemouth creek, N.B.	4
Hatfield point, St. John river, 60 bushed stakes.	1	Walton harbour, N.S.	1
Indian point bar channel, Grand lake, 10 bushed stakes.	3	Washadamoak lake, N.B., 144 bushes.	2
Johns ledge, N.S.	1	West isles, N.B., 4 spindles.	23
L'Etang, N.B., 1 spindle.		Weymouth, N.S.	19
		Yarmouth, N.S., 30 dolphins.	11

NOVA SCOTIA DISTRICT

Arichat, West Arichat and Janvrin, C.B.	20	Canso and St. Andrews passage, N.S., 20 winter buoys.	32
Baleine harbour, N.S.	5	Canso harbour entrance, N.S.	3
Barrington, N.B., 7 dolphins.	45	Cape Negro and Northeast harbour, N.S.	17
Beaver harbour, N.S.	12	Chester and Gold river, N.S.	28
Beaver island, Nova Scotia, southeast coast.	1	Christmas island and Barra strait, C.B.	11
Beaver narrows, C.B.	2	Clyde river, N.S.	5
Big Lorraine (Lorembec harbour), C.B.	3	Coddle harbour, N.S.	6
Birchtown, N.S.	5	Cooks Cove (Toby Cove), N.S.	4
Black rock shoal, off Dover, N.S.	1	Country harbour, N.S.	2
Blandford, N.S.	5	Crow harbour, N.S.	3
Boulacacet, Gillies point, C.B.	1	Denny river, C.B.	3

INCLOSURE No. 2.—Statment, by localities, of unlighted buoys, etc.—*Continued.*NOVA SCOTIA DISTRICT—*Concluded*

Locality and number of Stakes, Bushes, etc.	Number of Buoys	Locality and Number of Stakes, Bushes, etc.	Number of Buoys
Deseousse and Lennox passage, C.B., 5 winter buoys.	29	Orpheus, off Green island, N.S.	1
Devereux shoal, off Betty island, N.S.	1	Pennant harbour, N.S.	10
Dover, N.S.	7	Petitdegrat, C.B., 6 winter buoys.	20
Dover harbour entrance, Gannet shoal, N.S.	1	Petpeswick inlet, N.S.	1
East bay, Bras d'Or, C.B.	5	Pollock shoal, off West Ironbound island, N.S.	1
East Chezzetcook and Petpeswick.	10	Pope harbour, N.S.	4
East Dover, N.S.	7	Port Bickerton, N.S., 3 winter buoys.	5
Eskasoni, C.B.	6	Port Felix, N.S., 2 staffs.	10
Fouchu harbour, C.B.	15	Port Latour, N.S., 1 spindle.	16
Gegoggin, N.S.	7	Port L'Hebert, N.S.	8
Glace bay, C.B.	6	Port Medway, N.S.	6
Great Bras d'Or, C.B.	7	Port Morien, C.B.	1
Guysborough, N.S.	5	Port Mutton, N.S.	9
Habitants bay, C.B.	4	Pringle harbour, C.B.	6
Halifax, N.S.	19	Prospect, Lower, N.S.	10
Harrigan Cove, N.S.	3	Prospect, Upper, N.S.	4
Hautfond shoal, off cape Hogan, C.B.	1	Ram rock, Jordan bay, N.S.	1
Indian harbour, N.S.	4	River Bourgeois, C.B.	6
Ingonish, South bay, C.B.	9	Rose Bay, lower, N.S.	6
Isaac harbour, N.S., 9 winter buoys.	13	Roseway, N.S.	5
Jeddore, N.S., winter buoys.	11	St. Ann, C.B.	12
Johnson harbour, C.B.	5	St. Margaret bay, N.S.	6
Ketch harbour, N.S.	6	St. Mary river, N.S., winter buoys.	11
Kieley Cove, Blind bay, N.S.	4	St. Mary river to Sherbrooke, N.S.	18
Lahave river entrance and Crooked channel.	12	St. Peter bay, C.B., 4 winter buoys.	17
Lahave river, between Bridgewater and Dayspring.	6	St. Peter inlet, C.B.	12
L'Ardoise, C.B.	5	Sambro, N.S.	29
Larry river, N.S., 7 stakes.	3	Shad bay, N.S.	4
Liscomb, N.S., winter spars.	7	Shag bay, N.S.	9
Little Bras d'Or harbour, C.B.	18	Sheet harbour, N.S., 5 winter buoys.	10
Little Dover, N.S.	9	Shelburne, N.S., 3 winter spars.	5
Little Liscomb harbour, N.S.	4	Shenacadie harbour, N.S.	2
Little Lormbee (Little Lorraine), C.B.	5	Ship Harbour, Lower, N.S., 6 winter buoys.	11
Little Narrows, C.B.	10	Ship rock, strait of Canso.	1
Liverpool, N.S.	10	Slaughenwhite ledge, Hubbard Cove, N.S.	1
Lockeport, N.S.	18	Sober island to Ecum Secum, N.S.	22
Louisburg, C.B., 6 winter buoys.	8	Soldiers Cove, N.S.	2
Lunenburg, N.S.	8	Spry Bay, N.S.	4
Lunenburg, Back cove, N.S.	9	Stoney island, Baddeck, C.B.	1
Lunenburg, middle south, N.S., 6 winter buoys.	16	Sydney harbour, C.B.	8
Mahone bay, N.S., 1 beacon.	12	Tancook island, N.S.	3
Mainadieu, C.B.	5	Tangier, N.S.	7
Marble Mountain, C.B.	5	Terence bay, N.S.	3
Marie Joseph and Ecum Secum, N.S., 11 winter buoys.	16	Three Fathom harbour, N.S.	5
Martins Brook, N.S.	6	Three Island cove, N.S.	7
McKinnon harbour, C.B.	10	Tor bay, N.S.	21
McNab cove, C.B.	2	Voglers cove, N.S.	6
McVarish shoal and Campbell point, Bras d'Or, C.B.	4	Walkerville, C.B. (Inhabitants harbour)	3
Monsillier passage, C.B., 4 stakes.	6	Washaback river, C.B.	7
Musquodoboit, N.S.	15	Webbers cove, Tor bay, N.S.	4
New Harbour, N.S.	1	West bay, C.B.	5
Orangedale, C.B.	3	West bay, C.B. (Smith island).	1
		West Chezzetcook, N.S.	7
		West Dublin, N.S.	12
		Whitehaven, N.S., 5 winter buoys.	9
		Whyecocomagh, C.B.	4

PRINCE EDWARD ISLAND DISTRICT

Aldouane, N.B., 42 bushes.	5	Bay Fortune, P.E.I.	3
Amherst harbour, Magdalen islands.	8	Beach point, P.E.I.	3
Baie du Vin, Huckleberry gully and channel, N.B., 44 stakes and bushes.	20	Belle river, P.E.I.	3
Baie Verte and Port Elgin, N.B., 30 stakes.	6	Black brook, Miramichi river.	3
Bartibog and Black rivers, N.B., 12 bushes.	1	Black Lands gully, N.B., 75 bushes.	6
		Brae harbour, P.E.I.	5
		Brudenell river, P.E.I.	5
		Brule, N.S.	9

SESSIONAL PAPER No. 28

INCLOSURE No. 2.—Statement, by localities, of unlighted buoys, etc.—*Continued.*PRINCE EDWARD ISLAND DISTRICT—*Concluded*

Locality and Number of Stakes, Bushes, etc.	Number of Buoys	Locality and Number of Stakes, Bushes, etc.	Number of Buoys
Buctouche, N.B., 34 stakes.....	22	Neguac, N.B.....	19
Buctouche river, N.B., 260 bushes.....		New London-French river, P.E.I., 15 stakes.....	8
Cape Jack ledges, N.S.....	1	Northport, N.S.....	12
Cape Tormentine.....	2	North river, P.E.I., 14 stakes.....	3
Cardigan, Lower, P.E.I., 2 winter buoys.....	7	Orwell and Vernon rivers, P.E.I., 36 bushes, 4 beacons.....	3
Cardigan, Upper, P.E.I.....	20	Pictou, N.S.....	11
Caribou, N.S.....	6	Pictou harbour (East river), N.S., 53 bushes.....	
Casumpeque, P.E.I., 14 stakes.....	15	Pinette, P.E.I., 24 bushes.....	5
Charlottetown, P.E.I.....	9	Pokemouche, N.B., bushes.....	6
Cheticamp, N.S.....	14	Port Borden.....	3
Chimney Corner, C.B.....	3	Port Hill, P.E.I.....	12
Church rock, Magdalen islands.....	1	Port Hood, C.B., 2 winter buoys.....	5
Cocagne, N.B., 30 stakes.....	11	Pownall, P.E.I., 10 poles.....	9
Covehead, P.E.I.....	3	Pugwash, N.S.....	8
Crapaud, P.E.I., number of stakes.....	11	Richibucto, N.B.....	38
East river, P.E.I., 15 stakes, 8 bushes.....	14	Richibucto (McBeath channel), 20 bushes, 35 stakes.....	
Egmont bay, north, P.E.I., 19 stakes.....	9	Richibucto river, Rexton & Brown's yard, N.B.....	30
Egmont bay, south, P.E.I., 13 stakes.....	3	Rifleman reef, P.E.I.....	3
Entry island and Amherst island passage (Magdalen islands).....	6	River John, N.S., stakes.....	1
Georgetown and St. Mary's bay, P.E.I., 3 winter spars.....	19	River Phillip, N.S.....	6
Goose and Palmer harbours, P.E.I.....	5	Rollo bay, P.E.I.....	3
Grand entry, Magdalen islands.....	16	Rustico, P.E.I., 30 bushed stakes.....	6
Grand Etang, C.B.....	4	St. Charles river (Aldouane river), N.B., 60 bushes.....	
Grandigue, N.B., 30 stakes, 20 bushes.....	2	St. Louis, N.B., 70 bushes.....	10
Grand river (Boughton river), P.E.I., 80 bushed stakes, 1 beacon.....	12	St. Louis river, N.B., 54 bushes and stakes.....	
Grand river, off Cape Sixteen, Malpeque bay, P.E.I.....	8	St. Peter harbour, P.E.I., 6 stakes.....	5
Grand Tracadie, P.E.I.....	4	Sandy Hook, Magdalen islands.....	1
Great Shemogue, N.B.....	9	Savage harbour, P.E.I.....	2
Grindstone reef, Magdalen islands.....	1	Shediac, N.B., 5 winter buoys.....	14
Harbour au Bouche, N.S., 6 stakes.....	4	Shippigan, N.B., 27 pickets, 30 bushes, 1 beacon.....	26
House harbour, Magdalen islands.....	12	Souris, P.E.I.....	4
Judique, C.B.....	1	Stanley and Bayfield channel, South-west river, Clifton bridge, P.E.I., 14 stakes.....	9
Kouchibouguac gully, N.B., 75 bushes.....	9	Summerside, P.E.I., 10 stakes.....	10
Little channel, P.E.I.....	3	Tabusintac, N.B.....	20
Little Shemogue, N.B., 2 poles.....	5	Tatamagouche, N.S., 46 bushed stakes.....	18
Mabou, C.B., stakes.....	20	Terras shoal, P.E.I.....	1
Malpeque and Darnley, P.E.I., 5 stakes.....	22	Tidnish, N.S., stakes.....	7
Margaree harbour, C.B., 7 stakes.....	3	Tracadie, north gully, N.B., 100 bushes and stakes.....	12
Merigomish, N.S., stakes and bushes.....	6	Tracadie, south gully, N.B., 30 bushes.....	5
Meule rock, Magdalen islands.....	2	Wallace, N.S., 33 stakes.....	11
Miminegash, P.E.I.....	6	West Point, P.E.I.....	4
Miramichi bay and river, 12 bushes, 12 winter spars.....	44	West river, P.E.I., 65 stakes.....	8
Miramichi bay, Grandoon channel.....	20	Wood island, P.E.I.....	4
Miramichi river, northwest branch.....	14		
Miramichi river, southwest branch.....	9		
Miscouche, P.E.I.....	1		
Montague river, P.E.I., 10 stakes.....	7		
Murray harbour and rivers, P.E.I., 25 stakes, 1 winter spar.....	32		
Napan river, N.B., 24 bushes.....	3		

QUEBEC DISTRICT

Anse a Beaufils, P.Q.....	1	Cape d'Espoir, P.Q.....	1
Anse aux Gascons, P.Q.....	1	Caraquet, N.B.....	16
Barachois de Malbaie, P.Q.....	1	Caraquet to Mizonette, N.B.....	3
Bathurst, N.B.....	31	Carleton point, P.Q.....	1
Beaudry shoal, Gaspé basin, P.Q.....	1	Echourie rock (Serpent reef), P.Q.....	1
Beauport, P.Q.....	3	Fox river, P.Q.....	1
Bersimis, P.Q.....	3	Grand Anse, N.B.....	4
Bonaventure, P.Q.....	7	Gros-cap-aux-Ôs, P.Q.....	1
Cape Chat, P.Q.....	1	Little River East, P.Q.....	1
Cape Cove, P.Q.....	1	Little Shippigan (Miscou gully), N.B.....	4

QUEBEC DISTRICT—*Concluded*

Locality and Number of Stakes, Bushes, etc.	Number of Buoys	Locality and Number of Stakes, Bushes, etc.	Number of Buoys
Maria, P.Q.	2	Restigouche river and Chaleur bay....	22
Matane, P.Q.	2	River St. Lawrence, North channel,	
Miscou, N.B.	8	Orleans island.....	13
Mistassini river, 50 balises.....	13	River St. Lawrence ship channel, 33	
Moisie river, P.Q.	3	beacons, 8 spindles, 7 steel winter	
Natashkwan, P.Q.	4	spar buoys.....	30
New Richmond, P.Q.	3	Roberval.....	6
Nouvelle Roads, P.Q.	2	Ste. Anne river, P.Q.	1
Paspebiac, P.Q.	1	St. Godfroy, P.Q.	1
Percé, P.Q.	2	St. Michel de Bellechasse, P.Q.	4
Peribonka river, 35 balises.....	8	St. Simon bay, N.B., 15 stakes.....	6
Petit Rocher, N.B.	1	St. Thomas de Montmagny, P.Q.	8
Point St. Peter, P.Q.	1	Saguenay river, vicinity of Chicoutimi,	
Port Daniel, P.Q.	1	P.Q.	33
Portneuf-en-bas, P.Q.	9	Saguenay river, Ha Ha bay.....	3

MONTREAL DISTRICT

Ottawa river district.....	81	St. Maurice river, Grandes Piles to La-	
Richelieu rapids, bushes.....		tuque, P.Q., 106 day beacons.....	74
Richelieu river.....	66	Yamachiche river, P.Q., 30 balises, 4	
River St. Lawrence.....	345	day beacons.....	
Rivière des Prairies, P.Q.	11	Yamaska river, P.Q., 60 balises, 6 day	
St. Francis river, P.Q., 80 balises, 12		beacons.....	
day beacons.....			

PRESCOTT DISTRICT

Bay of Quinte.....	17	Lake St. Francis.....	29
Catawqui river.....	3	Murray canal and Presqu'île bay.....	25
Kingston.....	9	Napanee river.....	17
Lake Ontario, Melville shoal.....	1	Pictou harbour.....	6
“ Northeast of Snake island.....	1	River St. Lawrence, 5 beacons.....	89
“ Southeast end of Snake		Telegraph Narrows.....	10
island shoal.....	1	Trent canal (maintained for this De-	
“ Southwest end of Snake		partment by Department of Rail-	
island shoal.....	1	ways and Canals).....	317
“ Off Long point, Wolfe Is-		Trenton harbour.....	15
land.....	1	Whitby.....	5
“ East of Presqu'île light..	1		

PARRY SOUND DISTRICT

Ann Long bank, Georgian bay.....	1	Killarney harbour, Georgian bay.....	3
Bar point, Georgian bay.....	1	Lake Couchiching and narrows, 11	
Bad Neighbour shoal, entrance to		bushes.....	8
Georgian bay.....	1	Lake Simcoe.....	5
Bernard rock, Georgian bay.....	1	Lake Timiskaming, North Timi-skan-	
Blind river, north channel, lake Huron	6	ing, 20 stakes.....	
Burke shoal, lake Superior.....	1	“ Ville Marie channel.....	7
Byng inlet channel, Georgian bay, 6		Wabi creek, 5 stakes.....	
beacons.....	31	Lionshead harbour, Georgian bay.....	1
Campbell rock, Georgian bay.....	1	Little Current, North channel, lake	
Cape Hurd, lake Huron, 2 day beacons.	3	Huron.....	32
Clapperton channel, North channel, lake		Mary Ward ledges, Georgian bay.....	4
Huron, 1 beacon.....	8	Meaford harbour, Georgian bay.....	3
Cloud bay, lake Superior.....	2	Michipicoten island (Quebec harbour),	
Collingwood, Georgian bay.....	19	lake Superior.....	6
Dawson rock, Georgian bay.....	1	Midland and Victoria harbours, Geor-	
Detroit river.....	30	gian bay.....	5
Fort William, lake Superior.....	13	Morden rock, Georgian bay.....	1
Goderich, lake Huron.....	7	Mutton island, lake Superior.....	1
Jackson shoal, Georgian bay.....	2	Northeast shingle, Georgian bay.....	1
Kennedy bank, Georgian bay.....	1	Ottawa river, above Pembroke, Ont....	30
Key harbour channel, Georgian bay, 6		Owen Sound channel, Georgian bay.....	4
beacons.....	24	Parry Sound ship channel, 2 beacons...	20

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PARRY SOUND DISTRICT—*Concluded*

Locality and Number of Stakes, Bushes, etc.	Number of Buoys	Locality and Number of Stakes, Bushes, etc.	Number of Buoys
Parry Sound to Waubauskene, Georgian bay inner channel.....	116	St. Joseph channel, lake Huron, 1 bea- con, 5 winter buoys.....	25
Penetanguishene, Georgian bay.....	12	Shebeshekong channel, Georgian bay, 22 day beacons.....	7
Pointe au Baril and Kennedy shoal, Georgian bay, 15 beacons.....	3	Southampton, lake Huron.....	4
Port Arthur, lake Superior.....	25	South Baymouth, lake Huron.....	6
Port McNicoll, Georgian bay.....	2	Stokes bay, lake Huron.....	16
Port Rowan, lake Erie.....	10	Sturgeon river, Monetteville and Cache bay, 28 bushed stakes.....	3
River St. Clair, chenel Ecarte.....	1	Sutton river, 12 bushed stakes.....	5
“ middle ground.....	1	Victoria island, lake Superior.....	4
River St. Mary and east end of lake Su- perior.....	21	Wabuno channel, Georgian bay, 3 bea- cons.....	5
River Thames, lake St. Clair.....	7	Wingfield basin, Georgian bay.....	4
Rondeau, lake Erie.....	6		

KENORA DISTRICT

Lake of the Woods.....	345	Wabigoon lake.....	22
Rainy lake.....	27	Winnipeg river, White Dog to Kenora..	24
Shoal lake.....	21		

MANITOBA DISTRICT

Black river, lake Winnipeg.....	6	Red river.....	17
Icelandic river, lake Winnipeg.....	7	Warrens landing, lake Winnipeg.....	12
Lake Winnipegosis, entrance Pine creek.....	7		
Lake Winnipegosis and mouth of Mossy river.....	18		

VICTORIA DISTRICT

Active pass, 1 beacon.....		Mud bay, Serpentine and Nicomeck'l rivers, 3 beacons, 27 dolphins.....	
Alberni canal.....	1	Nanaimo harbour and Departure bay, 1 beacon.....	15
Arrow lakes, 2 beacons.....	21	Nanose harbour.....	1
Baynes sound and approaches, 1 beacon.....	10	Navy channel, Conconi reef.....	1
Broughton strait.....	1	Okissolla channel, 3 beacons.....	2
Browning passage, 1 beacon.....	1	Pender island canal.....	9
Burrard islet and Vancouver harbour, 7 beacons.....	7	Pitt river.....	1
Clayoquot sound, 3 beacons.....	12	Prevost passage.....	2
Colburne passage, Colburne channel....	2	Quatsino sound, 2 beacons.....	2
Courtenay river, 12 pile dolphins.....	3	Richard rock, Barkley sound, 1 beacon.....	2
Cowichan harbour.....	1	Saanich inlet, 1 spindle, 1 beacon.....	1
Esquimalt harbour, 2 beacons.....	3	Satellite channel, 2 beacons.....	1
False narrows.....	2	Scott point, Captain pass.....	1
Fraser river.....	38	Shoal passage, Howe sound.....	2
Ganges harbour.....	2	Shushartie bay, 1 beacon.....	1
Georgia strait, 2 beacons, 1 set range day marks.....	7	Shute passage.....	6
Haro strait, 1 beacon.....	2	Sidney channel, 1 beacon.....	4
Houston passage.....	1	Stuart channel and approaches, 4 bea- cons, 1 pile dolphin.....	2
Johnstone strait, 4 beacons.....	2	Sutil channel, 1 pile dolphin.....	3
Juan de Fuca strait.....	1	Trincomali channel and Porlier pass, 5 beacons.....	1
Kootenay lake, northwest arm.....	7	Ucluellet harbour, 1 beacon.....	
Kyuquot sound, 1 beacon.....	1	Victoria harbour, 2 beacons.....	
Liddell point, Swanson channel.....	1		
Malaspina strait, 3 beacons.....	2		

PRINCE RUPERT DISTRICT

Chatham sound, 1 beacon.....	7	Prince Rupert harbour, 1 beacon.....	2
Fitzhugh sound, 1 beacon.....	1	Queen Charlotte islands, 6 beacons....	1
Grenville channel, 3 beacons.....	1	Return channel, 1 beacon.....	1
Lama passage, 3 beacons.....	9	Seaforth channel, 5 beacons.....	2
Metlakatla.....	3	Seaforth and Spiller channels, Hynd- man reef, 1 beacon.....	
Observatory inlet, 3 beacons.....	3	Skeena river and passages, 5 beacons...	
Porpoise harbour.....	6	Tolmie channel, 1 beacon.....	
Port Simpson.....	1		

RIVER ST. LAWRENCE SHIP CHANNEL

REPORT OF V. W. FORNERET, B.A. SC., M.E.I.C., SUPERINTENDING ENGINEER

GENERAL INFORMATION

The Ship Channel of the river St. Lawrence between Montreal and Father Point, has a total length of 350 statute miles.

The contracted part of the river, which may be properly called "Ship Channel," commences at the "Traverse," 60 miles below Quebec, which is 220 miles from Montreal by the South channel.

The uncompleted North channel below Quebec, commences at Goose cape, a distance of 226 miles from Montreal.

The completed channel has a minimum width of 450 feet and on the curves from 500 to 800 feet.

DEPTH OF WATER IN THE ST. LAWRENCE SHIP CHANNEL, SEASON 1923

The depth of water in the 30-foot channel during the season of 1923 went as low as 29 feet 9 inches by the Sorel gauge. This was due to lack of precipitation but mainly to the low water level in lake Ontario.

Last season the level of lake Ontario was 244.24 feet above mean sea level, which is the lowest reached since the extreme low water of 1895, when the level of lake Ontario went to 243.41 feet mean sea level. It must also be noted that during the season of 1923, there was very little easterly wind on the St. Lawrence below Montreal, which helps to back up the water to a certain extent.

With the conditions stated above and also taking into consideration the loss of level due to the diversion of water by the Chicago Drainage canal, it is not surprising that the water in the Ship channel was low during the last season.

The datum adopted for the 30-and 35-foot channels is the actual lowest water observed during the season 1897. This level was the lowest ever observed with the exception of the extraordinary low water of 1895 and 1911 and also during the season of 1923.

The following table shows the depths of water in the 30-foot channel by the Sorel gauge from 1907 to the season of 1923.

Year	Lowest water observed during season of navigation	Year	Lowest water observed during season of navigation
	Ft. In.		Ft. In.
1907.....	31 10	1916.....	30 9
1908.....	30 00	1917.....	31 3
1909.....	30 11	1918.....	31 3
1910.....	30 7	1919.....	31 3
1911.....	29 4	1920.....	30 1
1912.....	31 3	1921.....	30 1
1913.....	31 1	1922.....	30 1
1914.....	30 3	1923.....	29 9
1915.....	30 1		

Nineteen hundred and seven was the year the 30-foot channel was opened as far as Batiscan where advantage could be taken of the tide to Quebec to obtain this depth for the uncompleted 27½-foot channel below the former point.

It will be noted from the above table that with the exception of the extraordinary low water of 1911 and 1923, the water never got lower than the low water datum of 1897.

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TIDAL SEMAPHORES

The tidal semaphore at Cap à la Roche on the south shore, which shows the available depth of water in the dredged channel, was put in operation on May 7, 1923.

The tidal semaphore at pointe Citrouille on the north shore, 10½ miles above Cap à la Roche, commenced operations on the same day.

These two stations are connected by special telephone line to enable the operator at Cap à la Roche to telephone every 3-inch rise or fall of the tide to the operator at point Citrouille, the latter shows the depth in feet by means of large figures and the inches by a small semaphore.

The semaphore at point Citrouille enables the pilots of deep draught vessels outward bound to judge if there is sufficient depth of water in the dredged channel at Cap à la Roche to allow them to pass with safety. If they consider there is not sufficient depth to pass with safety, it gives them time to stop at the anchorage below pointe Citrouille and wait for the tide to rise.

The tidal semaphore at St. Nicholas point on the south shore, which shows the depth of water available in undredged channel over St. Augustin bar, was put in operation on May 7, 1923.

The semaphore mast, which has been in use for over thirty years, was found to be in a dangerous state and past repairing. It was decided by the department to replace it by a modern steel tower, which was only completed after the season of navigation was over, but will be put in operation next season.

SWEEPING OF SHIP CHANNEL

The addition of the new sweeping scow has enabled a larger area of the Ship channel to be examined each season.

The usual annual sweeping of the Ship channel was carried on above and below Quebec, which was carefully done and no obstructions of a serious nature were found.

DREDGING OPERATIONS, SEASON 1923

The department decided to carry on the dredging operations for season of 1923 on the River St. Lawrence Ship Channel on the same scale as in 1922, which consisted of five dredges (working during daytime only) and attending plant, one rock breaker, one stone lifter, one sweeping steamer and a new sweeping scow.

Cap à la Roche Curve.—One powerful dredge capable of working in rock, one rock breaker and one stone lifter was employed at Cap à la Roche during the season of 1923, deepening and widening the channel.

The widening is nearing completion, and what remains to be deepened will only permit one dredge to be operated in this channel, owing to limited space.

The channel at Cap à la Roche is being deepened from 27½ feet at ordinary low water (old datum) to 30 feet at extreme low water of 1897 (new datum). The new low water datum of 1897 is 2 feet lower than the old datum, so that the channel has to be dredged to 4½ feet deeper.

Notwithstanding the hard nature of the material to be removed, being solid shale rock, loss of time due to tides and passing vessels, good progress was made.

The total number of cubic yards dredged during the season of 1923 amounted to 53,375, at a total cost of \$61,355.06 or \$1.14⁹⁵/₁₀₀ cents per cubic yard.

Cap Charles Channel.—After the work of dredging this channel from 27½ feet at ordinary low water to 30 feet extreme low water of 1897 was completed,

the whole of the channel was carefully swept by the sweeping steamer and a considerable number of boulders and stones were found to have been left by the dredges. These have now all been lifted with a stone lifter and the channel was proved clear to 30 feet at E.L.W. last season by the sweeping steamer.

Champlain Channel.—This channel was carefully swept by the sweeping steamer to 30 feet at E.L.W. as usual last season, but the sand bars which had formed since the previous season were found not to be as numerous as in previous years. These were all cleaned up by a dredge before the low water period. The amount of material dredged during the season of 1923 amounted to 51,500 cubic yards, at a total cost of \$23,405.98 or $45\frac{5}{100}$ cents per cubic yard.

Ile au Raisin Channel.—The material being very soft, the new elevator dredge No. 16 was operated here for a short time while waiting for a new driving wheel which had been ordered from England to replace one that had developed fractures when working below Quebec.

This dredge deepened the channel from 30 feet at E.L.W. to 35 feet at E.L.W.

The amount of material removed during the time the dredge worked in ile au Raisin Channel was 34,950 cubic yards, at a total cost of \$32,953.95 or $94\frac{28}{100}$ cents per cubic yard, the material being soft blue clay.

Sorel to Ile de Grace.—One dredge was operated for a short period during the season of 1923 deepening the 30-foot channel to 35 feet at E.L.W. of 1897.

The total number of cubic yards removed amounted to 9,750, at a total cost of \$6,050.33 or $62\frac{06}{100}$ cents per cubic yard, the material dredged consisting of clay.

Contrecoeur Channel.—Two powerful dredges were operated in this channel during the whole of the season of 1923, and two additional dredges for short periods.

Considerable work was done on this channel and good progress made. Another season similar to 1923 should see the completion of this channel to 35 feet at E.L.W. of 1897.

The total number of cubic yards dredged amounted to 971,900, at a total cost of \$282,827.22 or $29\frac{1}{100}$ cents per cubic yard, the material being clay.

Vercheres Traverse.—One dredge worked for a short period at the upper end of Vercheres traverse, deepening the channel to 35 feet at E.L.W. of 1897.

The total number of cubic yards removed amounted to 22,250, at a total cost of \$13,773.59 or $61\frac{9}{100}$ cents per cubic yard, the material dredged being clay.

North Channel below Quebec.—Dredge No. 16, the new sea-going elevator dredge, built by Canadian Vickers, Ltd., Montreal, worked all season in the East narrows, North channel, dredging to a depth of 35 feet at extreme low tide. On July 18 the port side driving wheel was found to have developed cracks and it was considered unsafe to continue working at the East narrows owing to the nature of the material to be removed, which consisted of numerous stones and some embedded boulders. A new wheel had to be ordered from England, and in order not to have the dredge lying idle, No. 16 was laid out to work in ile au Raisin channel at the upper end of lake St. Peter, where the dredged material would be very soft, as it was soft blue clay, and not too great a strain on the cracked wheel.

On August 25, which was the end of the guarantee period, the dredge was taken to Sorel to change the lower tumbler and then went up to Canadian Vickers, Montreal, to have the port driving wheel replaced by the new one

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which had arrived from England. While this work was being done and the changing of the large mud buckets for the smaller buckets for hard material, the dredge was overhauled by the Canadian Vickers, the builders, as agreed to be done after the guarantee period had expired. The work being completed, the dredge left Sorel on October 4 to return to East narrows, North channel, below Quebec, where No. 16 worked until October 30, and then left for winter quarters. Before being laid up at Sorel, the dredge was taken to Canadian Vickers to be drydocked, have an examination of propeller and shaft made, and also have the hull scraped and painted. This work could not be done when the dredge was up before on account of floating dock not being available.

The total number of cubic yards removed amounted to 170,325, at a total cost of \$130,246.58 or 76⁴⁶/₁₀₀ cents per cubic yard.

The total number of cubic yards dredged during the season of 1923 amounted to 1,314,050, at a total cost of \$550,612.71 or 41⁹⁰/₁₀₀ cents per cubic yard.

Progress of dredging operations at the end of the season of 1923

Thirty-foot Project—

Total length of dredging done.....	66.67 miles
Total length of dredging yet to be done.....	1.38 “
Total number of cubic yards dredged.....	53,639,702
Total number of cubic yards yet to be dredged.....	1,661,631

Thirty-five-foot Project—

Total length of dredging done.....	43.79 miles
Total length of dredging yet to be done.....	45.20 “
Total number of cubic yards dredged.....	41,085,601
Total number of cubic yards yet to be dredged.....	25,775,615

The total cost from 1851 to the end of the fiscal year ending March 31 1924, of the Ship Channel from Montreal to Father Point, including plant, shops, surveys, etc., is as follows:—

Dredging.....	\$16,876,820 10
Plant, Shops, Surveys, etc.....	8,965,935 63
Total.....	<u>\$25,842,755 73</u>

The total number of cubic yards dredged in the River St. Lawrence Ship Channel from 1851 to the end of season of 1923, amounted to 121,443,533, the material varying from very hard shale rock to soft blue clay.

ACCIDENTS IN THE ST. LAWRENCE RIVER, SEASON OF NAVIGATION, 1923

Between Montreal and Quebec

May 19.—Tug *Gerald Morgan* belonging to the Sincennes, McNaughton Line, towing canal-barge *Celina Delorme* when off Nicolet barge struck a red gas buoy and also the red gas buoy off Pointe Citrouille. Barge received damages, had to be beached at latter place. Was refloated.

June 1.—SS. *Krasfond*, Elder Dempster, Agents, inward bound, grounded upper end Contrecoeur channel, outside channel thick smoke, soft bottom. Was refloated, no damage, and proceeded up.

June 1.—SS. *Mapledawn* belonging to Canada Steamships Line, outward bound went aground on bank in thick smoke at lower end of Plum island below Vercheres. Was refloated, soft bottom, no damage, and proceeded down.

June 2.—SS. *Canadian Explorer* of the Canadian Mercantile Marine, outward bound, went aground about 1½ miles below Vercheres outside of Ship Channel on south side on account of thick smoke. She was lightened and floated off with apparently no damage and proceeded down.

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July 10.—SS. *Lingfield*, Thos. Harling and Son, Agents, outward bound, struck gas buoy 83Q, Cap Charles channel, and broke blades off propeller. Had to return to Monticla to replace broken blades.

Aug. 3.—SS. *Cairntorr*, R. Reford Company Limited, Agents, outward bound, went aground outside the channel on the north side near upper end of Plum island opposite Vercheres. Steering gear out of order. Was lightened and refloated. No damage as bottom was soft.

August 5.—SS. *Turret Cape*, Dominion Coal Company, inward bound, went aground at head of Petit traverse, Contrecoeur channel, on north bank. Steering wheel jammed. Was lightened and refloated without damage as bottom was soft.

August 7.—Steam barge *Birchbay*, Bay Steamship Lines, loaded with coal, went aground on Platon Batture, opposite red gas buoy 52Q. Vessel was total wreck.

September 7.—SS. *Bothwell*, C.P.O.S. upward bound, went aground in thick weather, for a short time on bank, but refloated without any help. No damage, as bottom very soft.

September 24.—SS. *Richelieu*, Canada Steamships Line, inward bound, went ashore in vicinity of Richelieu rapids. Dragged anchor in thick fog. Was refloated with the tide and proceeded up. Bottom damaged.

September 26.—SS. *Mincio*, outward bound, went aground in thick weather, near cap St. Michel, on north bank. Was refloated and proceeded down. No damage as bottom soft.

October 15.—Steam barge *Lehigh*, Geo. Hall Coal and Shipping Corporation, outward bound, went aground on south shore, above Batture de Belle Filles, near Batiscan traverse. Was refloated apparently undamaged and proceeded down.

November 12.—SS. *General Milne*, Thos. Harling and Son, Agents, outward bound, caught in dense fog at lower end of cap Charles channel, anchored outside channel and grounded. Ship floated itself off at high tide and proceeded to Quebec. Bottom damaged.

November 25.—SS. *Kamouraska*, Dominion Coal Company, inward bound, went aground in fog on the north side of the channel just above ile des Lauriers, cap St. Michel. Was lightened and refloated, and proceeded up to Montreal. Apparently no damage as bottom soft.

Quebec to Father Point

May 11.—SS. *Minnedosa*, C.P.O.S. outward bound was struck by schooner *Lodelius* just below Upper Traverse pier. The schooner only carried away her bowsprit.

May 15.—Steam barge *John Ruggee*, Geo. Hall Coal Company, inward bound, struck the bowsprit of schooner *G. Gagnon* off Grosse isle. Light damage.

June 20.—SS. *Kamouraska*, Dominion Coal Company, outward bound, collided with the ss. *Fanad Head*, McLean, Kennedy, agents, inward bound, above Bicquette light.

June 23.—SS. *Heathfield*, Thos. Harling, agents, outward bound, collided with schooner *Ste. Croix* in the traverse St. Roch. Schooner received damages to her bow.

July 22.—SS. *Manoa*, Canada Steamship Lines, outward bound, struck the wreck *Canadian Recruit* at Stone pillar, on the south outside of channel. Pilot took the wreck buoy for Channel Patch buoy. The steamer proceeded down. Partial damage to hull.

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August 30.—SS. *Canadian Sapper*, Canadian Government Merchant Marine, inward bound, went aground on Red Island reef in thick fog. Refloated herself apparently undamaged.

October 10.—SS. *Mapleton*, Canada Steamship Lines, inward bound, touched ground at Lark reef in thick fog; anchor dragged. Floated off and proceeded up.

November 14.—Schooner *Maria Stella*, owned by the master, Leopold Bouchard, collided with the ss. *Westerian*, outward bound, near Red Island light. The schooner was damaged.

NOTE.—None of the accidents mentioned above between Montreal and Quebec, and Quebec to Father Point, were caused by any fault in the Ship Channel.

MARINE SIGNAL SERVICE

March 31, 1924

Signal stations have been established for the purpose of maintaining communication between ship and shore by means of flag signals.

This system of stations extends from St. John, N.B.; Halifax, N.S.; Cape Race, Nfld.; and Belle Isle up the gulf and river St. Lawrence and through the Great Lakes to Port Arthur and Fort William, Ont.

Following is a complete list of stations:—

EAST OF QUEBEC

Name of Station	Location	Nautical miles from Quebec	Means of Communication
(R.)—Quebec.....	Custom House.....	0	Telephone.
(R.)—St. Jean d'Orleans.....	Shore end of wharf.....	14	"
Crane Island.....	Lighthouse.....	32	"
L'Islet.....	100 yards east of church.....	40	Telegraph.
Cape Salmon.....	Lighthouse.....	81	Telephone and telegraph.
Father Point.....	Shore end of wharf.....	157	Telegraph.
Little Metis.....	Lighthouse.....	175	"
Matane.....	".....	200	"
Pointe des Monts.....	".....	219	"
Cap Chat.....	".....	234	"
Riviere a la Martre.....	".....	260	"
Cape Magdalen.....	".....	294	"
Fame Point.....	".....	325	"
Cap des Rosiers.....	".....	349	"
Cap d'Espoir.....	".....	377	"
Point Maquereau.....	".....	400	"
West Point, Anticosti.....	".....	332	"
Southwest Point, Anticosti.....	".....	360	"
South Point, Anticosti.....	".....	415	"
Heath Point, Anticosti.....	".....	438	"
Point Escuminac, N.B.....	".....	462	Telephone.
Amherst Island, Magdalen Islands	".....	481	Telegraph.
St. Paul's Island, C.B.....	Main station.....	540	Wireless and telephone.
Money Point, C.B., N.S.....	Lighthouse.....	537	Telephone.
Flat Point, N.S.....	".....	575	Telegraph.
Cape Ray, Nfld.....	".....	553	"
Cape Race, Nfld.....	".....	826	"
Point Amour, Labrador.....	".....	673	Wireless and telegraph.
Belle Isle.....	".....	734	Wireless telegraph.
Chebucto Head, N.S.....	".....		Telephone.
Halifax, N.S.....	The Citadel.....		"
Point Lepreaux, N.B.....	Lighthouse.....		"
Partridge Island, N.B.....	".....		"
St. John, N.B.....	Custom House.....		"
Point Tupper, C.B.....	".....		Telegraph.
Seatar Island, C.B.....	".....		"

WEST OF QUEBEC

Name of Station	Location	Nautical miles from Quebec	Means of Communication
Bridge Station.....	Half mile above Quebec		
	Bridge on south shore....	6	Telephone.
St. Nicholas.....	At Tidal Semaphore.....	12	"
Portneuf.....	In front Lighthouse.....	31	"
Grondines.....	In Old Windmill Tower.....	41	"
St. Jean Deschaillons.....	At Tidal Semaphore.....	45	"
Point Citrouille.....	In Lighthouse.....	55	"
Three Rivers.....	Upper end of Bureau wharf..	68	"
Sorel.....	Lower end of Government wharf.....	100	"
Bellmouth.....	About 500 feet east Contre-cœur Course, low light....	110	"
Cap St. Michel.....	Abreast east end Ile des Lauriers.....	125	"
Longue Pointe.....	Point between wharves.....	134	"
(R.)—Montreal.....	92 Notre Dame St. East (La Sauvegarde Building).....	139	"

WEST OF MONTREAL

Name of Station	Location	Nautical miles from Montreal	Means of Communication
(R.)—Lachine Canal.....	Lock No. 2.....	0	Telephone.
(R.)—Lachine Canal.....	Lachine.....	8	"
(R.)—Soulanges Canal.....	Cascades Point.....	21	"
(R.)—Soulanges Canal.....	Coteau Landing.....	33	"
(R.)—Cornwall Canal.....	Cornwall.....	62	"
(R.)—Galops Canal.....	Lift Lock.....	99	Telegraph.
(R.)—Welland Canal.....	Port Dalhousie.....	298	"
(R.)—Welland Canal.....	Port Colborne.....	321	"
(R.)—Soo Canal.....	Sault Ste. Marie.....	820	"

Stations marked thus (R.) are reporting stations only and are not equipped for signalling purposes.

BRIEF SUMMARY OF WORK PERFORMED

1. Stations report movements of vessels to Montreal, Quebec, Sydney, Halifax or St. John.

2. Stations report weather conditions daily to Montreal, Quebec, Sydney, Halifax or St. John.

3. Montreal, Quebec, and St. John publish daily bulletins giving weather and ice conditions and movements of vessels.

4. Montreal and Quebec publish daily bulletins showing depths of water at various points in the River St. Lawrence Ship Channel.

5. The Signal Service offices at Montreal, Quebec, and St. John are open day and night for the purpose of furnishing the public with information of shipping matters.

6. The Telegraph System of the Department of Public Works on the north shore of the gulf of St. Lawrence report the movements of vessels engaged in the coasting trade to the Signal Service at Quebec.

7. The Government Grain Elevator at Port Colborne reports to Montreal the arrival and departure of vessels engaged in the Upper Lakes grain trade.

8. The collectors of customs at Fort William and Port Arthur report to Montreal the arrival and departure of vessels engaged in the Canadian grain trade.

9. The collectors of customs at all the seaports in the river and gulf of St. Lawrence, on the Atlantic coast and in the bay of Fundy report the arrival and departure of vessels engaged in the overseas trade.

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10. Lloyds agent at Quebec is furnished daily with full information of the movements of vessels engaged in the overseas trade to and from ports in the province of Quebec.

11. Lloyds agent at St. John, N.B., is furnished daily with full information of the movements of vessels engaged in the overseas trade to and from ports in the Maritime Provinces.

12. The reporting station at St. John, island of Orleans, which had been closed during the war, was reopened in May, 1923, and proved of great utility, particularly to vessels using the north channel east of the island of Orleans.

13. The Camperdown, N.S., signal station was closed and the signal station moved to the lighthouse at Chebucto Head.

14. All the signal stations and masts were maintained in good order.

15. A new modern steel tower was erected at Pointe Nicholas to replace the wooden semaphore mast, which was past repairing, having been in existence over thirty years. It was completed too late to put into operation this year, but it is proposed to have it working for the season of 1924.

ICE-BREAKING, 1923-24

REPORT OF N. B. McLEAN, ENGINEER (RIVER ST. LAWRENCE SHIP CHANNEL),
ON THE WORK OF THE ICE-BREAKING STEAMERS "LADY GREY" AND
"MIKULA" DURING THE WINTER OF 1923-1924

The winter season of 1923-24 was not severe, especially the months of December and January. During these two months the ice-breakers had practically nothing to do. On December 31, an ice bridge formed above Three Rivers and by January 6, the river was covered to Montreal. From January 6, to February 7, no great difficulty was experienced, but on the latter date an ice jam formed in Quebec harbour and at Quebec bridge, and by February 27, had backed up as far as cap Madeleine, the river being blocked from the bridge to Montreal with the exception of an open space of water in front of Three Rivers.

About the end of November the *Lady Grey* went to Three Rivers as usual to render any assistance necessary to vessels in the ice, but she had nothing to do, as the river was as clear as in summer. She came down to Quebec on December 8, and took up her station there for the winter with the *Mikula*.

From December 8, until February 7, there was not much ice and consequently very little work for the ice-breakers.

On February 7, a jam occurred at the bridge and also in Quebec harbour. The *Lady Grey* was at Indian cove, prepared for just such an emergency and worked all day but did not succeed in starting the harbour ice. At 6.15 p.m. however, this ice moved up with the flood and passed out with the falling tide. The next morning she began breaking the jam at the bridge, working alone until the 10th, when she was joined by the *Mikula*, the latter vessel, the evening before, having arrived back from a trip to Ellis bay and intermediate ports. The two ice-breakers worked steadily, making good progress through heavy packed ice and frazil until February 26, when they both damaged their rudder stocks. At this date they had cut through $4\frac{1}{4}$ miles of ice varying in thickness from 30 to 60 feet, their average rate of progress being at the rate of 1,200 feet per day. A day in this case is only about seven hours, as the ice-breakers can only cut up stream with falling tide.

As the jam at the bridge was so heavy and took so long to cut out the ice above backed up and the river became covered from cap Rouge to Montreal with the exception of an open space at Three Rivers.

The accident to the rudder stock of the *Mikula* put this vessel permanently out of action for the remainder of the season. Repairs were completed to the *Lady Grey* on March 14, and on the same date she again took up the task of opening cap Rouge, working there until March 24, when she succeeded in cutting through the last of the heavy ice.

Several days previous to the date the *Lady Grey* cut through the cap Rouge jam, the ice in the upper river had been shoving, and stretches of open water had appeared at different points.

On March 25, the *Lady Grey* proceeded up river to a point $3\frac{1}{4}$ miles above St. Nicholas semaphore and began the work of clearing the river of the lighter ice which had formed above the cap Rouge jam. She worked steadily until April 11, when she cut through into open water slightly below the foot of the Richelieu rapids.

On April 12, she proceeded in open water to the foot of lake St. Peter and began clearing the lake in which she was successful by April 17, and on this date the river was open to Montreal, the *Lady Grey* proceeded as far as Sorel, and going on to Montreal on the 18th.

As has been customary for some years, the *Lady Grey* at the request of the Department of Railways and Canals, went up to the entrance to the Soulanges canal on April 23, cleared out the bank of frazil that forms there every winter, and returned to Montreal on April 24. This completed the ice-breaking for the season of 1923-24.

AVERAGE depth for each Month in the $27\frac{1}{2}$ feet Channel. ($27\frac{1}{2}$ feet at Ordinary Low Water) From Sorel Guage each year May to November

Year	May		June		July		Aug.		Sept.		Oct.		Nov.		Highest		Lowest	
	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
1892	31	0	31	9	31	6	30	6	28	9	28	3	28	3	33	6	27	3
1893	36	0	34	3	30	9	29	9	29	6	28	6	28	0	37	6	27	6
1894	34	6	31	9	31	0	29	2	28	3	28	9	29	0	36	0	27	7
1895	33	3	31	3	28	3	28	3	27	6	26	9	26	9	34	6	25	10
1896	33	6	30	6	28	9	28	0	27	6	27	9	29	0	37	0	27	4
1897	35	6	32	6	30	3	29	3	28	0	27	0	27	6	37	0	26	4
1898	31	6	30	9	29	8	28	2	28	2	28	3	28	6	32	1	26	9
1899	36	2	31	9	30	3	28	6	27	6	28	0	27	9	37	9	26	9
1900	33	6	30	9	30	6	29	6	28	1	28	9	29	2	35	9	27	4
1901	34	3	31	10	29	2	28	3	27	7	27	4	27	3	36	3	26	6
1902	32	2	32	2	32	2	29	4	28	1	28	1	29	0	34	1	27	6
1903	33	0	30	11	30	5	29	5	28	4	29	0	27	11	32	8	26	11
1904	36	3	34	5	30	9	29	5	29	5	30	4	29	3	37	4	28	1
1905	31	10	30	8	29	7	29	0	28	0	28	5	28	1	33	6	27	1
1906	32	4	31	5	29	3	27	11	27	3	27	4	27	6	33	3	26	9

AVERAGE depth for each month in the 36-ft. Channel (30 feet at extreme Low Water of 1897)

	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.
1907	37	1	35	9	34	3	32	10	32	4	32	9	33	7	38	3	31	10
1908	41	5	37	10	33	10	32	10	32	0	31	0	30	6	42	4	30	0
1909	40	6	37	6	33	10	33	2	32	7	32	4	31	6	42	7	30	11
1910	35	7	34	5	32	3	31	7	31	6	31	6	31	7	37	1	30	7
1911	36	6	34	6	32	1	31	3	30	9	30	2	30	3	38	1	29	4
1912	37	9	37	6	33	6	32	8	32	6	32	6	34	9	40	11	31	3
1913	37	0	34	4	32	8	31	10	31	6	32	1	32	7	38	6	31	1
1914	35	2	33	0	32	4	31	4	31	3	30	11	31	0	36	10	30	3
1915	34	7	32	6	31	6	31	4	31	1	30	11	30	8	37	4	30	1
1916	38	9	37	2	34	0	32	5	31	7	31	9	31	10	40	0	30	9
1917	36	8	36	6	34	10	33	6	32	3	32	6	33	0	38	2	31	3
1918	36	1	34	1	33	10	32	0	32	3	33	7	34	11	38	1	31	3
1919	39	7	36	7	33	5	32	4	32	3	32	8	33	5	41	1	31	3
1920	35	9	33	0	32	4	31	8	31	5	31	4	31	6	37	5	30	1
1921	35	6	32	9	31	10	31	4	30	10	31	4	31	6	37	8	30	1
1922	37	1	34	9	33	4	32	3	31	7	31	4	30	11	40	5	30	1
1923	38	2	34	3	32	1	31	2	31	1	30	8	30	9	39	8	29	9

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COST OF SHIP CHANNEL TO DATE

TABLE Showing the Total Cost of the Dredging and Plant and the Quantities Dredged to March 31, 1924

	Cost of dredging	Expenditure for plant, shops, surveys, etc.	Quantities dredged
	\$ cts.	\$ cts.	cu. yds.
MONTREAL HARBOUR COMMISSIONERS, 1851 to 1888			
Dredging Montreal to Cap à la Roche to 27½ feet. at O.L.W. and from Cap à la Roche to Quebec to 27½ ft. at half tide.....	3,402,494 35	534,809 65	• 19,865,693
DEPARTMENT OF PUBLIC WORKS			
Dredging consisting of widening and cleaning up of channel, deepening Cap à la Roche to Cap Charles to 27½ ft. at O.L.W. and dredging at Grondines, Lotbiniere and Ste. Croix, 1889 to June 30, 1899.....	839,583 08	486,971 79	3,558,735
PROJECT OF 1899			
Dredging channel between Montreal and Quebec to 30 ft. at lowest water of 1897, also widening to a minimum width of 450 ft. and straightening—			
Fiscal year 1899-1900.....	100,191 91	265,270 78	1,107,894
" 1900-1901.....	136,680 83	287,040 04	2,479,385
" 1901-1902.....	185,429 80	479,731 47	3,098,350
" 1902-1903.....	255,776 55	277,703 50	6,544,605
" 1903-1904.....	276,958 59	308,765 44	4,619,260
DEPARTMENT OF MARINE AND FISHERIES			
<i>This includes the work below Quebec</i>			
Fiscal year 1904-1905.....	311,087 93	277,225 69	2,716,220
" 1905-1906.....	431,768 30	317,327 37	4,047,530
" 1906-1907 (July 1, 1906 to Mar. 31, 1907).....	302,677 37	275,003 61	3,001,010
" 1907-1908.....	478,209 66	417,390 22	4,831,875
" 1908-1909.....	497,686 03	340,861 86	5,896,737
" 1909-1910.....	572,950 71	321,375 80	6,354,285
" 1910-1911.....	576,838 02	488,248 88	5,600,050
" 1911-1912.....	588,697 60	499,799 58	4,509,904
" 1912-1913.....	663,229 74	430,107 86	6,929,344
" 1913-1914.....	895,235 59	426,018 12	6,140,867
" 1914-1915.....	1,036,846 65	327,975 71	6,225,143
" 1915-1916.....	976,622 03	771,760 03	8,462,957
" 1917-1918.....	1,030,550 60	437,469 62	7,800,555
" 1918-1919.....	618,399 69	136,765 97	2,517,376
" 1919-1920.....	350,152 92	79,797 45	628,060
" 1920-1921.....	422,107 05	132,747 20	517,305
" 1921-1922.....	446,134 85	151,422 99	715,895
" 1922-1923.....	464,660 74	102,710 14	1,167,100
" 1923-1924.....	465,236 80	261,152 89	793,350
" 1923-1924.....	550,612 71	130,481 97	1,314,050
	16,876,820 10	8,965,935 63	121,443,533

PROGRESS of Dredging Operations at Date of Writing the Close
of the Season 1923

THIRTY-FOOT PROJECT

Locality	Distance English miles	Total length requiring dredging	Length dredged in 1923	Total length of 30-foot channel dredged	Length yet to be dredged
	Miles	Miles	Miles	Miles	Miles
Division No. 1— Montreal to Sorel.....	45	22.90	.....	22.90	All com- plete.
Division No. 2— Sorel to Batiscan.....	36	12.45	.....	12.45	All com- plete.
Division No. 3— Lake St. Peter.....	20	18.00	.....	*0.50 †17.50	
Division No. 4— Batiscan to Quebec.....	59	10.00	0.06	8.67	1.38
Division No. 5— Quebec to the Traverse.....	60	4.65	4.65	
Totals.....	220	68.00	0.06	66.67	1.38

*Not widened. †Widened.

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PROGRESS of the Dredging Operations at the Date of Writing the
Close of the Season of 1923

THIRTY-FOOT PROJECT

Locality	Length of Dredging		Cubic yards yet require to be done
	Required	Done	
	Miles	Miles	
Division No. 1—			
Longueuil shoal.....		1-10	
Longue Pointe to Pointe aux Trembles (E.H.).....		5-05	
Ile Ste. Therese.....		0-40	
Varennes to Cap St. Michel.....		3-00	
Cap St. Michel to Varennes.....		4-50	
Vercheres Traverse.....		1-10	
Vercheres to Contrecoeur.....		1-70	
Contrecoeur channel.....		6-05	
Total.....		22-90	
Division No. 2—			
Sorel to Ile de Grace.....		4-40	
Stone Island.....		1-10	
Ile aux Raisin Traverse.....		0-25	
Lake St. Peter (See Div. 3).....			
Port St. Francis.....		0-50	
Three Rivers.....		0-50	
Cap Madeleine to Becancour.....		1-55	
Becancour to Champlain.....		2-25	
Champlain to Pointe Citrouille.....		1-30	
Batture Perron.....		0-60	
Total.....		12-45	
Division No. 3—			
Lake St. Peter.....		*0-30	200,000
		†17-50	
Total.....		18-00	200,000
Division No. 4—			
Batiscan to Cap Levrard.....		3-00	
Cap à la Roche channel.....	0-18	1-87	111,630
Pouillier Rayer.....		1-20	
Cap Charles.....		0-90	
Grondines.....		0-80	
Lotbiniere.....		0-40	
Cap Sante.....		0-20	
Ste. Croix.....	0-60	0-30	300,000
St. Augustin.....	0-60		500,000
Total.....	1-38	8-67	911,630
Division No. 5—			
Quebec to the Tranverse.....		4-65	550,000
Total.....		4-65	550,000
Totals.....	1-38	66-67	1,661,630

*Not widened. †Widened.

PROGRESS of Dredging Operations at Date of Writing the Close
of the Season 1923

THIRTY-FIVE FOOT PROJECT

Locality	Distance English miles	Total Length requiring dredging	Length dredged in 1923	Total Length of 35-foot Channel dredged	Length yet to be dredged
		Miles	Miles	Miles	Miles
Division No. 1— Montreal to Sorel.....	45	27.24	1.51	19.27	7.97
Division No. 2— Sorel to Batsican.....	36	19.75	0.27	6.61	13.14
Division No. 3— Lake St. Peter.....	20	18.32	.....	17.16	1.16
Division No. 4— Batsican to Quebec.....	59	15.54	.....	.....	15.54
Division No. 5— Quebec to Goose cape (north channel)...	66	8.14	0.75	7.39
Total.....	226	88.99	1.78	43.79	45.20

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PROGRESS of the Dredging Operations at the Date of Writing the
Close of the Season of 1923

THIRTY-FIVE FOOT PROJECT

Locality	Length of dredging in miles		Cubic yards yet to be dredged	Cubic yards dredged
	Yet to be done	Done		
Division No. 1—				
Longueuil shoal.....	1.88	.....	517,959	203,495
Longue Pointe traverse.....	0.39	0.08	443,592	51,550
Longue Pointe curve.....	1.24	0.08	991,531	242,350
Pointe aux Trembles channel.....	0.05	3.02	53,625	1,223,475
Ile Ste. Therese channel.....	1.12	.....	146,611	.....
Varennes curve.....	0.45	1.69	593,546	2,297,060
Cap St. Michel curve.....	1.00	.....	500,500	.....
Cap St. Michel to Vercheres.....	0.25	4.47	177,139	1,913,350
Vercheres traverse.....	0.06	0.66	70,513	215,875
Vercheres to Contrecoeur.....	.....	1.91	.....	1,157,700
Contrecoeur channel.....	0.92	7.36	988,382	4,624,493
Lanoraie to Sorel.....	0.61	.....	159,215	.....
Totals, Division No. 1.....	7.97	19.27	4,642,613	11,929,348
Division No. 2—				
Sorel to Ile de Grace.....	0.71	4.27	738,256	2,971,804
Stone island.....	1.42	0.69	466,370	414,890
Ile aux Raisins.....	0.77	1.32	167,175	812,174
Port St. Francis.....	0.67	0.33	491,303	248,275
Three Rivers.....	0.72	.....	533,192	.....
Cap Madeleine to Becancour.....	2.40	.....	1,348,578	.....
Becancour to Champlain.....	1.16	.....	932,750	.....
Champlain to Pointe Citrouille.....	4.06	.....	2,632,356	.....
Baturre Perron.....	1.23	.....	684,600	.....
Totals, Division No. 2.....	13.14	6.61	7,994,580	4,447,143
Division No. 3—				
Lake St. Peter.....	1.16	17.16	1,161,570	11,335,582
Totals, Division No. 3.....	1.16	17.16	1,161,570	11,335,582
Division No. 4—				
Batiscan to Cap Levrard.....	4.48	.....	2,386,168	.....
Cap Levrard.....	1.27	.....	781,666	.....
Cap a la Roche curve.....	2.06	.....	1,836,859	.....
Cap Charles channel.....	2.04	.....	1,077,416	.....
Grondines.....	0.83	.....	513,332	.....
Lotbiniere.....	0.47	.....	321,480	.....
Cap Santé.....	1.51	.....	655,561	.....
St. Croix.....	1.47	.....	798,518	.....
Ste. Augustine.....	1.41	.....	826,207	.....
Totals, Division No. 4.....	15.54	.....	9,197,207	.....
Division No. 5—				
Quebec to Goose cape (north channel).....	2.84	.....	2,585,132	.....
Madame Reef shoal..... (West Sand and East Narrows shoal).....	4.55	0.75	194,513	13,373,528
Totals, Division No. 5.....	7.39	0.75	2,779,645	13,373,528
Totals.....	45.20	43.79	25,775,615	41,085,601

ABSTRACT of Work of Dredging Fleet during Fiscal Year ending March 31, 1924

Dredges	Locality of dredging	Time of Service, days	Working Hours 10 per day	Hours Actual dredging	No. of Scoops filled	Cub. yds. dredged (Scoop measure)	Depth of dredging at L.W.	Width in feet	Character of Soil	Remarks
Dredge No. 1.....	Vercheres traverse....	22	290	157½	89	22,250	35	225	Clay..... Clay..... Shale, rock and boulders.	Captain Octave Matte. Channel and widening.
	Contrecoeur channel....	29	290	243½	149	37,250	35	350		
	Cap a la Roche.....	98	980	533	313½	53,375	30	150		
	Total.....	149	1,490	933½	551½	112,875				
Dredge No. 4.....	Contrecoeur channel....	116	1,160	934½	790	51,500	35	225	Clay Sand	Captain Maxime Peloquin. Cleaning up.
	Champlain channel....	42	420	343	206	197,500	30	225		
	Total.....	158	1,580	1,277½	996	249,000				
Dredge No. 12.....	Contrecoeur channel....	153	1,530	1,065½	1,445	361,250	35	225	Clay	Capt. Jean Bilodeau
	Total.....	153	1,530	1,065½	1,445	361,250				
	Contrecoeur channel....	151	1,510	1,300½	1,612	375,900	35	225		
Dredge No. 13.....	Sorel to Ile de Grace....	9	90	67	39	9,750	35	225-400	Clay Clay	Captain L. St. Germain.
	Total.....	160	1,600	1,367½	1,651	385,650				
	Ile au Raisin channel. North channel, East narrows.....	21	228	100½	63	34,950	35	225		
Dredge No. 16.....	Total.....	83	906	643½	301½	170,325	35	1,000	Very soft blue clay Sand, gravel, clay, and stones.	Captain A. Bourget.
	Total.....	104	1,134	803½	364½*	205,275				
	Total.....									

Total cubic yards dredged..... 1,314,050

* Hopper barges.

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CLASSIFICATION OF Disbursements for Fiscal Year ended March 31, 1924

Vessels	Fuel	Wages	Board	Stores and materials	Repairs and labour	Expenditure, New plant	Proportion of general expenses, etc.	Expenditure for each vessel	Rock cutter and stone lifter services, elevator dredges	Tug service	Inspection and sweeping service	Total cost of operations and dredge and plant during fiscal year	Total expenditure on different appropriations
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Dredge No. 1.....	7,528 01	11,746 43	3,856 11	2,770 89	18,756 92	.....	9,504 30	54,162 66	7,862 02	22,799 18	8,460 88	93,284 74	.....
Tug <i>Varennes</i>	4,169 41	6,520 14	2,360 78	1,373 12	2,841 60	.....	5,534 13	22,799 18	.....	.....	.....	.....	.....
Dredge No. 4.....	6,552 65	11,894 36	3,807 52	1,839 74	14,186 06	.....	8,579 93	46,860 26	7,862 01	24,867 89	8,460 89	88,051 05	.....
Tug <i>Lanoltelle</i>	4,216 35	7,569 12	2,507 84	1,604 68	3,083 90	.....	5,796 00	24,867 89	.....	.....	.....	.....	.....
Dredge No. 12.....	10,135 36	12,019 99	4,140 43	2,594 43	20,443 69	.....	10,181 94	59,515 84	7,862 01	22,676 27	8,460 89	98,515 01	.....
Tug <i>James Howden</i>	3,879 71	6,697 91	2,221 05	1,409 92	2,049 10	.....	5,518 58	22,676 27	.....	.....	.....	.....	.....
Dredge No. 13.....	12,058 23	12,114 01	4,103 43	2,544 78	27,283 16	.....	11,465 98	69,659 50	7,862 01	12,651 42	8,460 89	107,561 38	.....
Tug <i>Luc St. Pierre</i>	2,868 68	3,079 99	1,184 25	744 99	523 03	.....	4,249 58	12,651 42	.....	8,927 47	.....	.....	.....
Tug <i>Contrecoeur</i>	1,307 87	3,116 58	359 19	174 56	191 10	.....	3,778 17	8,927 47	.....	.....	.....	.....	.....
Dredge No. 16.....	8,263 26	24,510 94	6,766 32	5,925 33	16,103 20	.....	11,189 97	72,759 02	.....	18,266 19	8,428 31	163,200 53	.....
Hopper Barge No. 1.....	2,842 74	3,160 11	1,096 00	2,244 44	4,630 95	.....	4,291 93	18,966 19	.....	39,074 97	.....	.....	.....
Hopper Barge No. 2.....	9,097 22	9,264 25	3,034 40	3,514 72	7,208 33	.....	6,929 03	39,074 97	.....	24,672 04	.....	.....	.....
Hopper Barge No. 3.....	5,032 07	6,412 61	2,070 09	3,674 97	2,379 46	.....	5,102 84	24,672 04	.....	.....	.....	.....	.....
Str. <i>Detektor</i> , divided equally between the dredges.....	5,511 31	13,278 05	5,325 90	4,695 97	5,347 68	.....	7,982 60	42,141 51	.....	.....	.....	.....	.....
Rock Bunker No. 1.....	1,644 03	6,923 41	2,208 09	2,477 52	3,627 27	.....	5,478 34	22,356 76	.....	.....	.....	.....	.....
Stone Bunker No. 5.....	410 51	2,943 22	934 40	460 04	544 21	.....	3,798 91	9,091 29	.....	.....	.....	.....	.....
Soundling, Scow, divided equally between Dredges 1, 4, 12 and 13.....	.....	.....	.....	.....	113 85	.....	16 50	130 35	.....	.....	.....	.....	.....
	85,517 41	141,251 12	46,153 80	38,080 40	130,214 41	.....	109,395 57	550,612 71	31,448 05	173,035 43	42,271 86	550,612 71	.....

DETAILS of Dredging, Locality and Cost per Cubic Yard

Dredge	Total cost of operation of dredge and plant during fiscal year	Number of days in operation each dredge	Cost per day operating dredges and plant	Days working each locality	Cost of work each locality	Total cost of operations of each dredge	Number of cubic yards dredged in each locality	Total cubic yards for each dredge	Cost per cubic yard each locality	Average cost per cubic yard for each dredge	Kind of material dredged	Locality of dredging
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$			
Dredge No. 1.....	93,284 74	149	626 07	22 29 98	13,773 59 18,156 09 61,355 06	93,284 74	22,250 37,250 53,375	112,875	0.61 ⁹⁰ / ₁₀₀ 0.48 ⁸⁴ / ₁₀₀ 1.14 ⁴² / ₁₀₀		Clay..... Clay..... Shale, rock and boulders.....	Vercheux Traverse, Contrecoeur Channel, Cap a la Roche.
Dredge No. 4.....	88,051 05	158	557 28	116 42	64,645 07 23,405 98	88,051 05	197,500 51,500	249,000	0.32 ⁷⁵ / ₁₀₀ 0.45 ¹⁰ / ₁₀₀		Clay..... Sand.....	Contrecoeur Channel, Chumpan Channel (cleaning up).
Dredge No. 12.....	98,515 01	153	643 89	153	98,515 01	98,515 01	361,250	361,250	0.27 ²⁷ / ₁₀₀	0.27 ²⁷ / ₁₀₀	Clay.....	Contrecoeur Channel.
Dredge No. 13.....	107,561 38	160	672 25	151 9	101,511 05 6,050 33	107,561 38	375,900 9,750	385,650	0.27 0.62 ⁸⁶ / ₁₀₀	0.27 ⁸⁹ / ₁₀₀	Clay..... Clay.....	Contrecoeur Channel, Sorel to Ile de Grace.
Dredge No. 16.....	163,200 53	104	1,569 23	83 21	130,246 58 32,953 95	163,200 53	170,325 34,950	205,275	0.76 ⁴⁶ / ₁₀₀ 0.94 ²⁸ / ₁₀₀	0.79 ⁵⁰ / ₁₀₀	Sand, gravel, clay and stones..... Very soft blue clay.....	North Channel, East Narrows, Ile au Raisin.
	550,612 71	724		724	550,612 71	550,612 71	1,314,050	1,314,050		0.41 ⁹¹ / ₁₀₀		

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SOREL SHIPYARD

REPORT OF LOUIS LACOUTURE, SUPERINTENDENT

New Construction.—No vessels were built at the shipyard during the fiscal year 1923-24.

Repairs to Dominion Steamers, Etc.—Repairs were made to the C. G. steamers *Contrecoeur*, *Berthier*, *Argenteuil*, *Vercheres*, *Shamrock*, *Bellechasse*, *Emilia*, *Lady Grey*, *Margaret*, steamer *Detector*, tugs *Deschailions*, *Jas. Howden*, *Lac St. Pierre*, *Lavaltrie*, *Laviolette*, *Monitor*, and *Varenes*; dredges Nos. 1, 3, 4, 7, 8, 10, 12, 13, 16, 121, 123; dump scows Nos. 10, 11, 30, 100; hopper barges Nos. 1, 2, 13; coal barge No. 6, rock breaker "L," and stone lifter No. 5.

Shipyard Buildings were kept in good repair and wharf No. 1 reconstructed.

Shear Legs.—One hundred and thirty tons lift, were kept in good condition, and rendered good service to Government vessels, and others.

Heating System.—Alterations were made to this system resulting in a coal consumption reduction of 400 tons.

Hauling Ways were reconstructed, wood structure being replaced by cement.

EXPENDITURE AND REVENUE

STATEMENT OF EXPENDITURE, MARINE DEPARTMENT, 1923-24

Service	Appropriation	Expenditure	Balance
	\$ cts.	\$ cts.	\$ cts.
<i>Ocean and River Service—</i>			
Dominion steamers and icebreakers.....	1,500,000 00	1,468,633 40	31,366 60
Examination of masters and mates.....	20,000 00	18,666 01	1,333 99
Rewards for saving life.....	140,000 00	84,524 56	55,475 44
Investigation into wrecks.....	12,300 00	4,790 73	7,509 27
Schools of navigation.....	8,000 00	6,509 30	1,490 70
Registration of shipping.....	5,000 00	2,083 35	2,916 65
Removal of obstructions.....	5,000 00	4,927 00	73 00
Distressed seamen.....	5,000 00	2,988 35	2,011 65
Cattle inspection.....	3,500 00	3,416 35	83 65
Wrecking plants.....	35,000 00	35,000 00	.....
Hydro surveys.....	364,080 00	351,479 23	12,600 77
Unforeseen expenses.....	5,000 00	4,949 39	50 61
Radio telegraph.....	432,490 00	417,770 54	14,719 46
Tidal survey.....	35,000 00	33,538 43	1,461 57
Total.....	2,570,370 00	2,439,278 64	131,091 36
<i>Public Works (Capital)—</i>			
Ship channel.....	629,540 00	626,372 22	3,167 78
Sorel Shipyard.....	125,000 00	124,359 33	640 47
Self propelling barge.....	54,800 00	54,800 00	.....
Total.....	809,340 00	805,531 75	3,808 25
<i>Lighthouse and Coast Service—</i>			
Agencies, rents and contingencies.....	212,000 00	203,542 58	8,457 42
Salaries and allowances to lightkeepers.....	650,000 00	627,164 07	22,835 93
Maintenance and repairs to lighthouses.....	850,000 00	749,426 24	100,573 76
Construction of lighthouses, etc., apparatus.....	500,000 00	450,782 38	49,217 62
Signal service.....	104,000 00	98,184 22	5,815 78
Administration of pilotage.....	250,000 00	84,986 09	165,013 91
Maintenance and repairs to wharves.....	10,000 00	9,191 36	808 64
Breaking ice in Lake Superior.....	40,000 00	34,167 44	5,832 56
Harbour master, Amherst.....	600 00	600 00	.....
Patrol of northern waters.....	15,000 00	7,978 94	7,021 06
Allowance J. Davidson.....	500 00	500 00	.....
Pension to retired pilots.....	27,189 69	26,535 43	654 26
Total.....	2,659,289 69	2,293,058 75	366,230 94

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EXPENDITURE AND REVENUE—*Concluded*

STATEMENT OF EXPENDITURE, MARINE DEPARTMENT, 1923-24

Service	Appropriation	Expenditure	Balance
	\$ cts.	\$ cts.	\$ cts.
<i>Miscellaneous—</i>			
C. P. R. bridge.....	6,065 92	3,662 70	2,403 22
P. R. dry dock.....	68,000 00	62,621 75	5,378 25
Total.....	74,065 92	66,284 45	7,781 47
<i>Scientific Institutions—</i>			
Meteorological service.....	287,629 00	228,875 99	58,753 01
Total.....	287,629 00	228,875 99	58,753 01
<i>Civil Government—</i>			
Salaries.....	441,020 00	339,532 43	41,487 57
Contingencies.....	80,500 00	70,189 56	10,310 44
Minister.....	10,000 00	10,000 00	
Total.....	531,520 00	479,721 99	51,798 01
<i>Steamboat Inspection—</i>			
Steamboat inspection.....	119,210 00	111,499 61	7,710 39
Total.....	119,210 00	111,499 61	7,710 39
<i>Sundry—</i>			
Montreal Harbour Commission.....		3,285,000 00	
Quebec Harbour Commission.....		449,000 00	
Vancouver Harbour Commission.....		2,778,000 00	
Consolidated revenue.....		873 09	
Imperial Government.....		3,139 20	
Premium.....		49 39	
Workmen's compensation discount and exchange.....		5,972 30	
Victoria (B.C.) shipowners.....		26,951 70	
Gratuities.....		2,734 67	
Bonus.....		177,509 14	
Retirement Act, 1920.....		7,199 56	
			Credit
			"
			"

RECAPITULATION OF SERVICES

Ocean and River Service.....	\$2,570,370 00	\$2,439,278 64	\$ 131,091 36
Public Works (Capital).....	809,340 00	805,531 75	3,808 25
Lighthouse and Coast.....	2,659,289 69	2,293,058 75	366,230 94
Scientific Institutions.....	287,629 00	228,875 99	58,753 01
Steamboat Inspection.....	119,210 00	111,499 61	7,710 39
Civil Government.....	531,520 00	479,721 99	51,798 01
Miscellaneous.....	74,065 92	66,284 45	7,781 47
	\$7,051,424 61	\$6,424,251 18	\$ 627,173 43

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STATEMENT OF REVENUE FOR FISCAL YEAR 1923-24

	Gross	Refunds	Net
	\$ cts.	\$ cts.	\$ cts.
Harbour dues.....	1,756 00	8 50	1,747 50
Piers and wharves.....	111,143 78	2,339 42	108,804 36
Dominion steamers—			
Stanley.....\$ 1,537 24			
Montcalm.....248 08			
Aranmore.....1,307 40			
Druid.....500 00			
Mikula.....1,248 13	4,840 85		4,840 85
Masters and mates.....	4,246 00		4,246 00
Steamboat inspection—			
Engineers fees.....\$ 1,918 50			
Incidental.....14,048 70			
Annual fees.....112,450 09	128,417 29	520 34	127,896 95
Decayed Pilots Fund.....	9,836 42		9,836 42
Halifax Pilots Superannuation Fund.....	3,636 75		3,636 75
St. John Pilots Superannuation Fund.....	6,009 45		6,009 45
St. John Pilots revenue.....	47,999 50		47,999 50
Halifax Pilotage revenue.....	72,734 20		72,734 20
Casual revenue.....	58,279 82	2,208 34	56,071 48
Fines and forfeitures.....	1,184 75		1,184 75
Marine register.....	64 38		64 38
Signal Station dues.....	838 00		838 00
Sydney Pilots Superannuation Fund.....	6,723 10		6,723 10
Sydney Pilotage revenue.....	41,909 25	3 00	41,906 25
Pilots license fees.....	110 00		110 00
Premium, discount and exchange.....	84 83		84 83
Retirement Fund.....	1,923 24		1,923 24
Capital account—			
Shipbuilding.....\$ 994 52			
Ship channel.....7,600 00	8,594 52		8,594 52
Radio Revenue—			
West Coast.....\$48,334 62			
East Coast.....1,128 21			
Central Canada.....2,764 05	52,226 88		52,226 88
W/A License fees.....	37,661 35	1,702 70	35,958 65
W/O Examination fees.....	284 00		284 00
Total.....	600,504 36	6,782 30	593,722 06

METEOROLOGICAL SERVICE

REPORT OF SIR FREDERICK STUPART, DIRECTOR

During the past year, reports from 774 Observing Stations have been received at the Central Office, Toronto, being an increase of 88 over the previous year.

At 357 of these stations, the Observer is paid a small salary, ranging from \$12 per annum to as much as \$2,400 at a Chief Station.

Also, there are 100 storm signal display stations, at which the Agent is paid either \$75 or \$100 per annum according to the length of the season of navigation.

At 417 of the observing stations, the work is performed gratuitously, and, it is worthy of note that from the inception of this service, the major portion of climatic data obtained and utilized for the benefit of the country has been furnished by voluntary observers.

THE CENTRAL OFFICE

At the close of November, Mr. B. C. Webber Assistant Director of the service, was retired owing to ill health after a service of fifty years. The loss of Mr. Webber is greatly felt, he having always been closely identified with the forecasting work, and time alone will supply experience in such very special work as forecasting the weather.

No successor to Mr. Webber has yet been appointed, nor has the position of astronomer, rendered vacant by the retirement of Mr. Blake last year, yet been filled.

The staff of the Central Office now comprises thirty-five individuals, including two telephone boys, and the work performed there may be classified as follows: Weather forecasting. Atmospheric physics. Climatology and agricultural meteorology. Terrestrial magnetism. Astronomy.

Weather Forecasting.—The forecast branch has been decidedly handicapped by the retirement of Messrs. Webber and Sharp both of whom took tri-monthly turns at issuing forecasts. There are no trained persons such as there are in the professions and business, from among whom vacancies can be filled. It is a long and difficult task to acquire a knowledge which must be based largely on experience. At present there is but one experienced forecaster, exclusive of the Director, whereas, there should be three. However good progress is being made in training others.

The Central Office continues to issue storm warnings and daily forecasts to Newfoundland and each month sees an expansion in the dissemination of the Canadian forecasts. Of the daily forecasts issued 87 per cent were verified, and of storm warnings, 88 per cent.

Climatology.—A large majority of the reports received from the 774 observing stations, reach the Central Office as forms, on which the observation figures have been entered, but no means have been struck, and these necessary values have to be computed by members of the staff and tables are then prepared for publication in the "Monthly Record."

The records obtained from the automatic recording instruments arrive at the Central Office without any readings having been made and the reading and transcription of these data is work for several assistants.

The Monthly Weather Map which gives a tabular and graphical summary of the main features of each month about a week after its close, has been enlarged and improved in form. More space for special reports on the condition of crops and agriculture has been provided. Abstracts and reports were made during the year for those making special inquiries; in most cases a small charge for time expended having been made. A special report on the Climate of Ontario during the last thirty years, with maps and tables showing the normal temperature, precipitation and frost dates, was prepared for publication, but on account of lack of funds we have been unable to have printing begun. Work on a similar report for Quebec and the Maritime Provinces is continuing to complete a series for the different provinces of the Dominion.

Phenological notes from provincial organizations throughout Canada are being gathered on a larger scale than formerly, with the intention of determining the normal routes and dates of entry of migrating birds entering Canada in the spring and of departure in the fall and of correlating deviations from the normal with the weather and with other phenological phenomena. We wish to find out whether such deviations of migrations are connected with surface or upper air currents and whether the data, if so, can be used as any assistance in seasonal forecasting. This is very unlikely, but since there is a

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popular belief to the contrary which has never been proved or disproved we are arranging a system of gathering data which may at some future time provide sufficient material for an answer to the question, and may prove valuable in other ways besides.

AGRICULTURAL METEOROLOGY

The general conditions of weather-sequence necessary for good yields of spring wheat in the Canadian West having been determined, some time has been devoted towards establishing the possibility of forecasting the weather of summer in the Northwest some months in advance. Knowledge of the likely outcome of the following season's crop, whether good or poor, is generally believed to be an aim of agricultural meteorology which, if realized, would be of great value to industry. New methods of analyzing the weather data of the North American continent during the last thirty years have been used, with the result that such forecasts seem feasible. A detailed report on the whole question is being made ready for publication.

ATMOSPHERIC PHYSICS

Pilot balloon observations were carried on throughout the year at Toronto, Ont., and Victoria, B.C., on all days the weather permitted, and at the Canadian Air Force Stations at High River, Alberta, Dartmouth, N.S., and Camp Borden, Ont. The flights at Toronto and Victoria averaged about 25 minutes, and the longest flight was on October 26th, 1923, at Victoria, when the balloon reached a height of 46,000 feet.

Balloons carrying instruments to register the pressure and temperature of the upper air were sent up on the International days from Woodstock, Ont., and Calgary, Alberta. Out of twenty-nine instruments sent up thirteen have been found to date. The greatest height reached was 13 miles at Woodstock on February 12, 1923. The lowest temperature recorded was 95 below zero at a height of $7\frac{1}{2}$ miles on February 21, 1923, at Calgary.

Considerable difficulty has been experienced in getting satisfactory balloons for this work, owing to the lack of a suitable form on which to make the balloons. Through the kindness of the Principal of the Central Technical School, Toronto, Mr. Howell of the Art Department tried to make a form out of glazed pottery. Owing to the very special shape of the form, it proved to be a very difficult problem, but, after many trials one has been obtained which has a very good prospect of success. It is hoped that with this form, it will be possible to obtain balloons, made in Canada which will be superior to any obtained elsewhere in the world.

The apparatus for calibrating the instruments before sending them up on balloons has been remodelled and an automatic device substituted, so that greater accuracy can be obtained and the operation carried through more quickly.

Sea Water Temperatures.—A mercurial thermometer of the Negretti and Zambra type was installed on one of the C.P.O.S. boats between Vancouver and Hong Kong and is proving very satisfactory. The experiments so far have shown that the mercurial thermograph is superior to the resistance thermometers for this work; the latter are more accurate, but get out of order much more easily, and on that account are not so well adapted for use in the engine room. The temperatures of the sea water in the North Pacific as recorded by the ships during the past seven years, are being collected and tabulated in 5 degree squares and are now being worked up to see if any connection can be traced between them and the character of the seasons in Canada.

Earth temperatures.—Resistance thermometers at the following depths: Surface 4 inches, 10 inches, 20 inches, 40 inches, 66 inches, 9 feet and 15 feet were read daily throughout the year. At the depth of 15 feet the maximum temperature was $49^{\circ}.3$ and occurred in the third of November, while the minimum of $43^{\circ}.7$ occurred in the last week in May. Last winter the ground was not frozen when the first heavy fall of snow occurred so that the frost did not penetrate the ground to a depth of 4 inches throughout the winter at Toronto.

Evaporation.—Evaporation observations were made during the year at Toronto, Ont., Winnipeg, Man., and Olds, Alberta.

In order to more fully meet the needs of shipping at Vancouver in regard to supplying them with correct time, a wireless receiving set and a seconds clock were installed in the Vancouver office.

A new combined anemometer and wind vane has been designed and the first seven are now being completed in the workshop. The new anemometer has three cups 5 inches in diameter on arms 6.3 inches long, making 640 revolutions per mile of wind. This anemometer is the result of extensive tests made in the wind tunnel of the University of Toronto.

The cable from Sulphur Mountain Observatory to the Museum at Banff was repaired during the year and the wind instruments and thermometers were constructed in the workshop, but the recording mechanism was not received in time to install before winter set in.

Observations on the amount of dust in the atmosphere were made on International Days, and the heat from the sun was measured on all days that were sufficiently clear for the purpose.

TERRESTRIAL MAGNETISM

Continuous photographic records of the magnetic elements were obtained at the Agincourt Observatory without material loss. At the Meanook Observatory, continuous photographic records of the declination were obtained, but during the winter months, considerable loss was again experienced due to the clock driving mechanism stopping in excessive cold spells.

Magnetic disturbances were of infrequent occurrence during the year, as was to be expected during a minimum sun-spot period.

The larger disturbances were recorded on June 13, 30, September 27, October 15 to 18 of 1923, and January 29, 1924.

At Agincourt the regular programme of absolute Observations has been carried on without interruption. The declination and horizontal force values were obtained once each week, and the inclination, twice a week, and from the results of these Observations, control of the base values of the photographic records was obtained.

At Meanook, Observations of declination and inclination were made once a week, and of horizontal force, twice a month.

Tables showing the Magnetic character of each day of the year in Greenwich civil time were prepared and forwarded to the International Commission on Terrestrial Magnetism. The "selected" days of the commission, are used in the analysis of magnetic data for our annual Magnetic report in conformity with those of other magnetic observatories throughout the world.

At the request of the Surveyor General, index corrections for compasses attached to seventy-one (71) surveyor's theodolites were determined and the results forwarded to him. Assistance was also given to members of his staff in determining constants for their total force field instruments both before and after their summer work.

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Assistance was also given to Messrs. French and Madill, of the Dominion Observatory staff, in standardizing their magnetometers both before and after their summer field work.

Special Observations were made during the total eclipse of the sun on September 10, 1923, at the request of Dr. Bauer, of the Department of Terrestrial Magnetism, Carnegie Institution, Washington, at both magnetic observatories. This involved reading at minute intervals for seven consecutive hours of the position of the magnets from which is determined the variations in both direction and force of the magnetic field as the moon's shadow crosses the earth. The results of these observations will probably appear in "Terrestrial Magnetism" in the near future.

The accompanying tables give a summary of the results obtained at Agincourt and Meanook during the fiscal year 1923-24. All results are reduced to International Magnetic Standard.

SUMMARY of Results of Observations Made at Agincourt

Month	Mean Monthly Values			
	D. West	H	Z	I
1923	° ' γ	γ	γ	° ' γ
April.....	7 00.3	15790	57870	74 44.3
May.....	00.4	91	851	44.0
June.....	00.2	90	858	44.1
July.....	00.0	88	849	44.1
August.....	01.9	82	827	44.0
September.....	01.7	77	817	44.2
October.....	02.2	67	818	44.8
November.....	02.7	68	812	44.6
December.....	03.4	68	798	44.4
1924				
January.....	03.8	60	788	44.7
February.....	04.1	61	789	44.7
March.....	04.4	61	769	44.4

SUMMARY of Results of Observations Made at Meanook

Month	Mean Monthly Values			
	D. East	H	Z	I
1923	° ' γ	γ	γ	° ' γ
April.....	27 21.9	12881	60042	77 53.5
May.....	20.6	88	60083	53.6
June.....	22.4	91	59986	52.3
July.....	23.3			52.6
August.....	23.5	71	59902	52.4
September.....	21.1	66	59980	53.6
October.....	23.1	69	60020	53.9
November.....	23.2	91	60123	53.9
December.....	21.9	73	59971	53.2
1924				
January.....	21.8	73	59979	53.2
February.....	22.0	67	59960	53.3
March.....	20.5			53.4

MEANOOK Daily and Monthly Ranges of "D"

Month	Diurnal Range		Absolute Monthly Range	
	From Hour Readings	From Max. and Min.		
1923				
April.....	10.8	20.7	1	06.4
May.....	11.8	19.5	1	03.4
June.....	13.2	25.8	1	50.2
July.....	12.2	19.6	1	01.7
August.....	12.8	19.2	1	01.9
September.....	9.7	23.8	2	00.7
October.....	5.9	28.1	2	35.4
November.....	6.0	15.8	1	10.8
December.....	5.1	16.1	0	56.4
1924				
January.....	5.2	22.6	2	12.7
February.....	4.9	18.0	0	51.9
March.....	7.6	22.7	1	18.2

AGINCOURT Daily and Monthly Ranges

Month	D			H			Z		
	Mean Daily Range		Absolute Monthly Range	Mean Daily Range		Absolute Monthly Range	Mean Daily Range		Absolute Monthly Range
	From Hour Readings	From Max. and Min.		From Hour Readings	From Max. and Min.		From Hour Readings	From Max. and Min.	
1923	'	'	' °	γ	γ	γ	γ	γ	γ
April.....	11.7	15.8	0 39.2	38	57	101	6	15	86
May.....	10.7	14.8	0 41.5	31	52	134	8	19	105
June.....	11.9	18.6	1 15.1	38	64	188	13	35	201
July.....	9.8	13.9	0 34.0	32	55	133	6	18	81
August.....	10.6	13.0	0 26.0	36	53	125	8	18	71
September.....	10.3	18.6	2 18.5	31	65	285	13	40	390
October.....	6.2	17.0	1 41.4	22	42	199	14	32	207
November.....	6.8	10.8	0 32.9	17	24	54	5	11	80
December.....	4.4	9.1	0 25.9	10	18	50	3	6	32
1924									
January.....	7.6	16.2	2 13.4	10	27	182	4	10	115
February.....	5.4	11.0	0 25.0	11	20	43	3	7	45
March.....	8.6	14.4	0 30.7	15	28	42	6	14	48

ASTRONOMY

On the retirement of F. L. Blake, D.L.S., the astronomical work was placed in charge of the Department of Magnetism under Mr. Jackson.

During the year ending March 31, 1924, one hundred and seventeen (117) observations, for the determination of correct time were made by meridian transits of stars with the 3 inch Troughton & Simms Transit instrument.

The positions of stars used were generally from the American Ephemeris or British Nautical Almanac. Instrumental constants were controlled by observations of suitable stars sets about once a month.

Time has been given over telegraph and telephone lines to all inquirers, and the demand for this service is continually increasing. The usual 11.55 a.m.

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signal on the fire alarm system has been continued throughout the year. Once a week, time has been sent to Agincourt Magnetic Observatory to control the error and rate the Master Clock there.

Time exchanges were made with Quebec, Montreal, and St. John, N.B., on ten occasions with the results shown in the following table:—

The sign + indicates slow of Toronto.

1923	Toronto —Montreal	Toronto —Quebec	Toronto —St. John N.B.
	seconds	seconds	seconds
April 13.....	-0.44	+1.17	-1.04
May 4.....	-0.80	-0.77	-0.91
June 1.....	+0.68	-0.90	+0.23
June 29.....	0.00	-0.45	-0.65
September 28.....	+0.01	-0.39	-0.26
November 2.....	-0.51	+0.54	-0.42
December 28.....	0.00	-0.14	0.00
1924			
February 8.....	-0.07	-0.37	-1.28
March 7.....	+0.73	-0.04	-0.29
March 28.....	+0.05	+0.26	+0.11
Average difference.....	0.33	0.50	0.52

During the year ending December 31, 1923, the sun was observed on 139 days and on 69 of these it was free of spots. Maps were made using the 6-inch equatorial telescope with a power of 50 and projecting the image on to a plane surface where its diameter was about 5 inches. The positions of the N., S., E. and W. points together with the sun's axis and equator are marked on the image as well as the spots and faculæ.

The mean sunspot relative numbers for the months of the civil year were as follows: January, 0.0; May, 5.6; June, 15.0; July, 2.4; August, 0.7; September, 16.3; October, 14.9; November, 17.1; December, 6.2. Yearly mean, 8.7.

These relative numbers are computed from Wolf's formula $R = 10g + f$ where g is the number of groups visible and f the total number of spots.

SEISMOLOGY

The Milne Seismograph which had been in operation since September, 1897, and performed some good service, was superseded in May, 1923, by two Milne-Shaw Seismographs for recording both horizontal components. This model of instrument is the one adopted by the Seismological Section of the British Association for all their stations, as being the most reliable for recording the preliminary waves of distant earthquakes.

The instrument has a high magnification and is equipped with electro magnetic damping. The magnification is approximately forty times greater than the standard Milne whilst the sensitivity to tilt is from ten to twenty times greater according to pendulum period. These instruments were started officially on May 1, 1923, and the constants were adjusted as called for. We found some difficulty at first with the cut-off apparatus. We coupled it up to the Observatory magneto clock, and the adjustment by the aid of an auxiliary clock is such that a break of $2\frac{1}{2}$ seconds is made every two minutes on the record by the magneto clock.

Some excellent records of world-shaking earthquakes have been secured from these instruments and it is now possible to measure very closely, the times of the various earthquake phases, and record many more than would be possible with the Milne instrument.

Two hundred and seventy-three (273) earthquakes have been recorded during the past year. The month of March contributed 44. The disastrous Tokyo quake of September 1 and also the Costa Rican quake of March 4 were well recorded. The most important occurred on August 28, September 1, 2 and 30, G.M.T., November 4 and March 4. The first waves of the Japanese quake came in at 3h. 56m. 48s. G.M.T., followed by some very large and rapid vibrations. The time the earthquake began as deduced from the Toronto seismogram was 2h. 58m. 58s. G.M.T. and the epicentre was in the bed of the Pacific. The maximum movement was recorded at 3h. 56m. 18s. G.M.T. and showed a displacement of earth particles of 0.8 mn. with a period from 17 to 20 seconds. Earth tremors from this earthquake were recorded up to 10h. 10m. G.M.T.

Information is frequently given on the phone to the Canadian Press regarding times and distances of strong earthquakes. Abstracts of our observations are forwarded to many seismological stations throughout the world and we receive bulletins in return from these stations. Our original seismograms are often borrowed to aid in seismological investigations.

APPENDIX "A"

The Director of the Quebec Observatory reports as follows:—

During the year under review the meteorological observations were taken daily as usual without interruption and the instruments were kept in good order.

Several barometers and thermometers were compared with the standards at the observatory, and I have also rated chronometers and sidereal watches for land surveyors and civil engineers.

Inquiries respecting the weather conditions were very numerous, and statistics were prepared and furnished to the public and also given in many important cases before our local courts, and for cases before the courts in the city of Montreal where I was called to give evidence.

Special reports were also supplied to engineers in connection with water-powers, etc.

The public is very much interested in the forecasts issued by your office, and I am pleased to report that this service is giving great satisfaction.

The correct time was given as usual by means of the noon gun, by the time-ball and the telephone, the daily rate of the clocks being obtained by observations of stars and of the sun.

The time-ball was operated from April 23 to December 14, in a satisfactory manner, the last seagoing vessel having left the port on the 8th. The time-ball apparatus has been overhauled and is ready for the opening of next season.

The daylight saving system was again adopted last year by the civic authorities and the shipping during the summer months. A referendum will be held shortly as to the advisability of putting this system in force for the coming season.

The observatory was visited on several occasions by students of our local educational institutions, preparatory to their matriculation in Sciences.

The usual exchanges of time were made between your office and this observatory at regular intervals.

This station was inspected during the year by one of the official inspectors of your department.

APPENDIX " B "

The Director of the St. John, N.B., Observatory, reports as follows:—

The tri-daily meteorological observations have been made daily including Sundays and holidays without interruption at 9 a.m., 3 p.m. and 9 p.m. Atlantic Standard time. The results of the morning and night observations have as in the past been promptly telegraphed to Toronto for use of the forecast branch; Eye readings of the standard instruments at the above named hours serve as a check upon the recording instruments from which hourly values of temperature, pressure, humidity, bright sunshine, precipitation and wind direction and velocity are abstracted. From these tabulated records data for any hour of the day or night may be accurately obtained.

The only change in the meteorological equipment was the addition of a new recording thermograph to replace the instrument which was becoming worn by many years of service. The anemograph diagrams from the wind station at Point Lepreaux are sent here weekly and these as well as the St. John diagrams are tabulated for every hour and a monthly analysis made.

The duties of provincial agent for the Maritime Provinces has as for several years past been carried on in addition to the prescribed work of the observatory. Monthly returns from all stations in New Brunswick, Nova Scotia and Prince Edward Island have been checked, tabulated and in most instances summed, meaned, prepared for publication and copies of the climatic and statistical records kept in our abstract book for future immediate reference. Annual supplies are put up and forwarded to the individual observers. On occasions instruments are issued to replace those accidentally damaged or out of order. Minor repairs have been made to station instruments and apparatus. Some stations have been inspected and where changes of observers have been made, instruments were installed and the new observers instructed.

Telephone calls for the time, weather forecasts and other information require considerable time and attention. Clerical work in answering correspondence for information on specified dates for use of transportation companies, engineers, commercial houses and other interests including tabulated records for field workers in scientific investigation is continually increasing. Settlement of claims for damage to perishable goods in transit are frequently facilitated by information from our records particularly during the months of winter navigation when shipments through this port are extensive.

The morning weather bulletin received each week day morning by telegraph from Toronto has been decoded and printed in the observatory, it is posted, displayed in public places and published in the evening papers supplemented by a daily report on local conditions.

MARITIME PROVINCE TIME SERVICE

Sidereal observations for time have been made on available clear nights with the Troughton and Simms Astronomic Transit Telescope, all observations continue to be made by the impersonal micrometer method, reversing the telescope on each star to eliminate collimation and pivot errors, nine contacts are made in each position of the axis and the records registered on the chronograph along with the seconds from the observing clock.

The two sidereal time clocks of precision continue to give most satisfactory results and maintain steady rates. The Riefler clock in the basement clock room is run under constant temperature and pressure, no changes of pressure have been made by the air pump throughout the year the sealing of the clock case remaining absolutely perfect.

The transmitting clock is run on Atlantic Standard time and has a very small daily rate. After comparison with the Sidereal clocks any outstanding error is adjusted by a switch outside of the protecting case that electrically controls two small weights which by this means may be placed on or off a small shelf attached to the pendulum, it may be accelerated or retarded and usually in a few minutes exactly corrected. The well known code of signals from this clock are entirely automatic.

Three loop lines connect the observatory with the outside time signal service, two of these loops run to the Telegraph Office and one to the Telephone Office.

One loop line from the observatory to the Western Union Office is also extended to the time ball tower on the Customs Building here and is used at 1 p.m. for automatically releasing the time ball at that hour. The clock signals are widely disseminated throughout the Maritime Provinces and are also received at all telegraph offices on the Intercolonial division of the Canadian National Railways and their branch lines, as well as to the Dominion Atlantic Railway in Nova Scotia.

At many points such as Halifax, Truro, the Sydneys, Moncton, Charlottetown, etc., the Telegraph Company have installed clocks which are electrically wound and daily corrected by the 10 a.m. signal, this is done by one of their operators throwing a switch during the ten seconds pause before the dot made at the hour exactly and throwing it open again during the ten seconds pause of safety after the hour. These clocks have second hands and are set to the second. As our time is available to the Telegraph Company every hour they may correct any of these clocks at hours other than 10 a.m. These corrected clocks being installed in the Telegraph Company's public offices, the public are afforded the opportunity of obtaining the correct time.

Another contact maker on the transmitting clock which closes the circuit on the 59th second and opens it at the hour exactly is purely for local purposes and is used for the correction of tower, hotel, street, bank, factory and watch and chronometer rate clocks. In these cases the clocks are purchased outright and the signal of correction automatically is sent from our transmitting clock every hour day and night on a loop line connecting the observatory clock relay with a special switch board in the operating room of the Telephone Company, who charge an annual rental for the wire service to the owners of the clocks, within a prescribed radius the fee paid to the Telephone Company by the users is ten dollars yearly. Some watchmakers have bells or sounders which give them a signal stroke every hour. Another loop in the Telegraph Office is used for synchronizing clocks in their St. John Offices and operating room.

The master clock in Halifax, which is superior to the usual commercial type is firmly mounted on a solid masonry pier, it is synchronized at 10 a.m. daily by the signal from St. John or at a following hour should wire trouble occur. This clock is fitted with hourly contacts and is primarily used for automatically dropping the time ball on the Citadel, as well as correcting a subsidiary clock in the signal station there which is used to give the time for the hoisting of the time ball. The same hourly contact on the master clock is used for firing the noon gun through a loop line connecting the master clock with the Citadel and for correcting electric clocks in Halifax.

Watch and chronometer repairers in Halifax have by arrangement with their Telephone Company a wire circuit connected with our switch board and relays in the Western Union Office there and receive the regular time sent daily at 10 a.m. from the St. John Observatory. This line also extends to the dockyard and other points.

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The Western Union Telegraph Company and the New Brunswick Telephone Company most heartily co-operate with us for the satisfactory and successful dissemination of time signals.

Daylight saving time was again in operation at St. John but elsewhere in the province standard time was generally used resulting in confusion and annoyance to the travelling public.

The entire work of the observatory is done with one young lady assistant with the rating of junior clerk stenographer but owing to the large amount of clerical work done should have higher classification.

The spacious lawns upon which the outside instruments are located are maintained in good condition by the caretaker.

APPENDIX "C"

The Director of the Gonzales Heights Observatory, Victoria, B.C., reports as follows:—

During the past year the regular meteorological observations have been taken, and daily weather forecasts issued for the following districts: Victoria, Nanaimo, Lower Mainland, Okanagan, Kamloops and Kootenay. From the 1st of July, 1923, a special weather summary and general forecasts of the winds is sent out through this office by the Dom Radio stations at Gonzales to Estevan, where at 10 p.m. daily it is broadcasted to the ships within a radius of 3,000 miles, and in some cases ships have reported receiving these messages at much greater distances, and appreciate this knowledge of weather conditions both on the coast from Alaska to California, and also the positions and movements of some of the great Pacific storms are given westward to the 150th Meridian.

During the summer months the Provincial Forestry Department is kept informed of approaching hot dry spells and also when these are likely to cease. This information has proved of value in connection with the fighting of forest fires.

TIME SERVICE

The Time Ball in the city has been dropped daily from this Observatory at 1 p.m. Time guns at the Work Point Barracks have been fired from here by signal daily at noon and at 9 p.m.

Time is also sent out from here for two minutes and through the Gonzales Radio station is broadcasted at 10 a.m., and at 10 p.m. daily it is sent through the powerful Estevan station to shipping within a 3,000 mile radius.

During the past year the Milne-Shaw seismographs have been in continuous operation and have given very satisfactory results. The total number of earthquakes recorded was 226. July and September were the most disturbed months with records of 28 quakes during each month, while in December only 11 quakes were registered.

Balloon ascents have been made throughout the year and on January 18, 1924, at an elevation of 20,000 feet a balloon was observed to be travelling at the extremely high velocity of 137 miles per hour from the northwest. On this date there was centred over the Pacific ocean and far off this coast one of the most severe storms ever recorded.

On October 1, the provincial weather observing stations (64) were transferred to our service, and these monthly returns are now received here, where they are checked and copied into registers. This arrangement is proving very satisfactory in every respect as all observing stations now numbering over 200

in British Columbia come under one department for supervision including inspection. Over 2,000 visitors were shown over this institution during the past year, and lectures have been given on meteorology and seismology both in Victoria and at the University of British Columbia at Vancouver.

APPENDIX " D "

The Director of the McGill University Observatory reports as follows:—

ASTRONOMICAL WORK

Time Service.—Sidereal observations for the determination of clock errors, were made on sixty seven nights throughout the past year.

Our Standard time has also been compared on frequent occasions, with the noon and 10 p.m. signals broadcasted from Arlington Observatory. For this service, we are again indebted to Mr. F. R. Redpath and Mr. A. Stirling.

The noon time ball has been dropped daily for the benefit of shipping, and other time signals have been distributed throughout the city and district as in former years.

The interchange of clock signals with Toronto Observatory have been continued, comparisons having been made on ten occasions.

METEOROLOGICAL SERVICE

The usual meteorological observations have continued throughout the year, without interruption. These have been reduced, and results for each day been published in the *Montreal Gazette*. We have, unfortunately, been compelled to discontinue publication and distribution of our monthly and annual summaries, as no further requisition from the Department of Public Printing and Stationery, Ottawa, is forthcoming.

The number of persons, requesting special information continues to increase. These inquiries are received for the greater part from the legal profession, from the engineering profession, from corporations, manufacturers, and from the English and French press.

In addition to the inquiries mentioned above, we are continually being referred to by telephone calls, for the correct time. This latter state of affairs has been brought about by the Bell Telephone Company of Canada, refusing their operators permission to answer inquiries as to the time.

RESULT of Time Exchanges, Toronto vs. Montreal, for year ending March 31, 1924.

Date	Montreal	Toronto
April 13, 1923.....	3 42 00.95 fast 0.10	3 42 00.00 slow 0.60
Montreal fast on Toronto.	3 42 00.85	3 42 00.60 Difference 0.25 s.
May 4, 1923.....	3 47 01.69 fast .55	3 47 00.00 slow 0.30
	3 47 01.14	3 47 00.30 Difference 0.84 s.

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RESULT of Time Exchanges, Toronto vs. Montreal, for year ending March 31, 1924.—*Concluded.*

Date	Montreal	Toronto
Montreal fast on Toronto.		
June 1, 1923.....	2 36 00.0 slow 0.5	2 36 01.6 fast 0.5
	2 36 00.5	2 36 01.1 Difference 0.6 s.
Toronto fast on Montreal.		
June 29, 1923.....	2 48 00.3 fast .7	2 48 00.0 fast .5
	2 47 59.6	2 47 59.5 Difference 0.1 s.
Montreal fast on Toronto.		
Sept. 28, 1923.....	3 47 00.0 00.0	3 47 00.0 fast 0.2
	3 47 00.0	3 46 59.8 Difference 0.2 s.
Montreal fast on Toronto.		
Nov. 2, 1923.....	3 40 00.0 fast .5	3 39 58.1 slow 1.0
	3 39 59.5	3 39 59.1 Difference 0.4 s.
Montreal fast on Toronto		
Dec. 28, 1923.....	3 44 00.0 slow .3	3 44 00.2 slow 0.0
	3 44 00.3	3 44 00.2 Difference 0.1 s.
Montreal fast on Toronto.		
Feb. 8, 1924.....	3 47 00.0 slow 0.5	3 47 01.4 Error not given
	3 47 00.5	
March 7, 1924.....	3 44 00.0 slow 0.5	3 44 01.3 fast 0.2
	3 44 00.5	3 44 01.1 Difference 0.6 s.
Toronto fast on Montreal.		
March 28, 1924.....	3 35 00.00 slow 0.1	3 35 00.5 fast 0.4
	3 35 00.1	3 35 00.1 Difference Nil.

REPORT OF L. A. DEMERS, DOMINION WRECK COMMISSIONER

Formal Investigations during the year.	29
Preliminary Inquiries during the year.	2

During the calendar year 1923 there were 376 casualties reported to the department, the net tonnage of same being 480,713, and the stated damage \$3,184,749, made up as follows. Ship, \$3,087,119; cargo, \$97,630; while 50 lives were lost.

Of the total number of casualties 309 were to coasting and sea-going vessels, the net tonnage of same being 396,289, and the stated damage \$2,796,074, made up as follows: Ship, \$2,698,444; cargo, \$97,630; while forty-six lives were lost.

The remaining sixty-seven casualties were to inland vessels, the net tonnage of same being 84,424, and the stated damage \$388,675; while four lives were lost.

In ninety-one casualties to coasting and sea-going vessels, and in twenty-three casualties to inland vessels, the amount of damage is not stated.

Sixty-seven of the casualties to coasting and sea-going vessels, made up of thirty-six steam and thirty-one sailing vessels, resulted in total loss, the net tonnage of same being 24,179. Of this number fifty-five were Canadian, two British and ten Foreign vessels.

Five of the casualties to inland vessels, all Canadian, resulted in total loss, the net tonnage of same being 2,965. Of this number four were steam vessels and one sailing.

The casualties are given under the following headings:—

COASTING AND SEA-GOING VESSELS

Collisions.....	72
Foundering.....	20
Strandings.....	149
Miscellaneous accidents.....	67
Missing vessels.....	1

INLAND VESSELS

Collisions.....	31
Foundering.....	3
Strandings.....	27
Miscellaneous accidents.....	6

MASTERS AND SEAMEN BRANCH

REPORT OF B. F. BURNETT, SUPERINTENDENT

Navigation schools were in operation at St. John, N.B., at Halifax, North Sydney and Yarmouth, N.S., at Quebec, P.Q., and at Kingston, Ont., and marine lectures were delivered at Collingwood, Ont., and at Vancouver, B.C.

Examinations for masters' and mates' certificates were held at Halifax, Yarmouth and North Sydney, N.S., at Charlottetown, P.E.I., at St. John, N.B., at Quebec and Montreal, P.Q., at Ottawa, Kingston, Toronto, Collingwood and Port Arthur, Ont., at Edmonton, Alta., and at Nelson, Prince Rupert, Vancouver and Victoria, B.C.

Issued during the year 20 masters', 41 mates' and 28 second mates' sea-going certificates of competency; 67 masters' and 94 mates' coasting certificates of competency; 61 masters' and 60 mates' inland water certificates of competency; 26 masters' and 14 mates' minor inland waters certificates of competency and 5 masters' service coasting certificates and 38 masters' temporary certificates.

Thirty-one thousand four hundred and seven seamen were shipped and thirty thousand one hundred and ninety-five seamen were discharged at sea-ports.

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PILOTAGE REPORT

CAPT. G. E. L. ROBERTSON, DIRECTOR PILOTAGE

The Honourable the Minister of Marine and Fisheries is the Pilotage Authority for the Pilotage Districts of Montreal, Quebec, St. John, N.B., Halifax, and Sydney, and all matters relating to pilotage in these districts are dealt with through the local superintendents at the above mentioned places.

DISTRICT OF MONTREAL

There were 52 pilots during the season of navigation, and 12 apprentice pilots in this district. During the season three pilots retired, one died; two apprentices were examined and received their branches as pilots on July 6, 1923, two new apprentice pilots were appointed. This leaves 48 pilots and 12 apprentice pilots on March 31, 1924.

The gross earnings of the 52 pilots was \$205,320.71, as compared with \$227,836.61 for 1922. Only 45 pilots, however, worked throughout the season, their average earnings were \$4,249.11, as compared with \$4,554.47 in 1922.

The total number of ships piloted inward was 1,451, of a total net tonnage of 4,177,425, and the total number outward 1,373, of a total net tonnage of 4,100,773, making a grand total of 2,824 ships of 8,278,198 net tons. This is a decrease of 143 ships and 213,469 net tons.

In this district 5 per cent of the gross earnings of the pilots is deducted for the Pension Fund (Montreal Decayed Pilots' Pension Fund) which fund is administered, without charge, for the Montreal pilots by the Department of Finance.

DISTRICT OF QUEBEC

There were 55 pilots and 8 apprentice pilots in this district during the season of navigation. During the season 3 pilots resigned, one pilot died; five apprentices were examined and received their branches as pilots on October 15, 1923. Nine new apprentice pilots have been appointed. This leaves 51 pilots and 12 apprentice pilots for the year commencing April 1, 1924.

Of the 55 pilots on the role only 47 worked throughout the season. The total earnings of all pilots was \$198,295.52, as compared with \$216,167.35 in 1922. The average earnings of the 47 pilots employed all season was \$4,045.18 as compared with \$4,128.87 in 1922.

The total number of ships piloted inward was 1,412 of a net tonnage of 5,013,487, and the total number outward 1,319, of a total net tonnage of 4,718,450, making a grand total of 2,731 ships of 9,731,937 net tons. This is a decrease of 214 ships but an increase in the net tonnage of 268,232.

In this district 7 per cent of the gross earnings of the pilots is deducted for the Pension Fund. This fund is administered by the Quebec Pilots' Corporation, and amounted on December 31, 1923, to \$93,359.33. In addition to the pension received from the corporation certain retired pilots, 39 in number, received an annual allowance from the Government of \$300.

GENERAL—MONTREAL AND QUEBEC

Mr. R. A. Williard, Montreal, is the Acting Superintendent for these districts, and Mr. F. J. Boulay, Quebec, the Assistant Superintendent.

All expenses for the pilotage services at Montreal and Quebec are paid out of public funds. This amounted, for the District of Montreal to \$9,886.86 and to \$63,088.03 for the District of Quebec, the latter including the cost of the maintenance of the pilot boat *Jalobert*.

Early in the season the C.G.S. *Polanna* was acquired from the Federal Department of Health and renamed the *Jalobert* (one of Jacques Cartier's Masters and King's Pilot), allowing the sale of the *Eureka*. The *Jalobert* in addition to the pilotage work also attends to the Quarantine Station, doctors being attached to the ship, allowing of pratique being given to ships provided there is no contagious disease on board. This does away with delays, heretofore, to ships at Grosse Isle.

The pilot seamer also lands the mails for all eastern points, embarks and disembarks the Customs officers. Four services are therefore centralized at Father Point, which means a considerable economy to the Federal Government and satisfaction to shipping by the saving of time.

DISTRICT OF HALIFAX

There are 19 pilots and 5 apprentice pilots in this district. The gross earnings for 1923-24 was \$72,723.20. The total amount of expenses, which includes re-payment on loan for purchase of pilot boats, the payment of upkeep of the two pilot tenders, and the amount paid into the Superannuation Fund was \$16,004.76, leaving a balance to be divided amongst the pilots of \$56,729.50. The average net earnings of each pilot was \$2,985.77.

The total number of ships piloted inward was 1,167, and 1,122 outward, making a total of 2,289 ships, of a total net tonnage of 5,358,923, as compared with 2,003 ships of 4,227,279 net tons in 1922, being an increase of 286 ships and 1,231,644 net tons.

In this district 5 per cent of the gross revenue is deducted for the Superannuation Fund. This Fund is administered, without charge, for the Halifax pilots by the Department of Finance.

Captain H. St. G. Lindsay, Halifax, Superintendent, offered his resignation in March, 1924, which was accepted, and took effect on April 30.

DISTRICT OF ST. JOHN

There are 13 first-class pilots, 1 second-class pilot (1 second-class pilot was dismissed for lack of attention to duty) and two apprentice pilots in this district. One first-class pilot was retired on reaching the age limit, a second-class pilot was examined and received his certificate as a first-class pilot, the apprentice pilot was promoted to second-class pilot, and two new apprentice pilots appointed.

The gross revenue for 1923-24 was \$47,999.50, the total expenses including the upkeep of the pilot tender and auxiliary motor launch, the repayment on loan made for purchase of pilot boat, and the amount paid into the Superannuation Fund was \$14,693.95, leaving a balance to be divided amongst the pilots of \$33,305.55. Twelve first-class pilots received \$2,417.61, one received \$2,386.13, and one second-class pilot received \$1,208.80.

The total number of ships piloted inward was 454 and outward 472, of a total net tonnage of 2,235,487, as compared with a total of 960 ships and 2,329,859 net tons in 1922. A decrease of 74 ships and 5,372 net tons.

In this district 12 per cent of the gross revenue is deducted for the Superannuation Fund. This fund is administered, without charge, for the St. John pilots by the Department of Finance.

Mr. J. C. Chesley, St. John, is the Acting Superintendent.

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DISTRICT OF SYDNEY, N.S.

There are 22 pilots and 5 apprentice pilots in this district at the present time, one apprentice pilot was dismissed during the season for lack of attention to duty.

The gross revenue of the district was \$41,906.25 and the total expenses, including the amount paid into the Superannuation Fund, the up-keep of the pilot boat, and the payment on the loan for the building of the motor boat was \$11,077.32, leaving a balance of \$30,828.93 to be divided amongst the pilots and apprentice pilots. Each pilot received \$1,289.17, and each apprentice pilot \$644.59.

A new motor pilot boat has been built by the pilots at a cost of \$8,500, the money having been advanced to the pilots by the department.

The total number of ships piloted inward was 772 and outward 772, of a total net tonnage of 1,521,294, as compared with a total of 1,834 ships of a total net tonnage of 2,470,252 in 1923, a decrease of 290 ships and 948,958 net tons.

In this district 15 per cent of the gross revenue of the district is deducted for the Superannuation Fund, which is administered for the Sydney pilots, without charge, by the Department of Finance.

Captain J. D. MacKenzie, Sydney, is the Superintendent.

GENERAL

Of the thirty-six pilotage authorities constituted under the authority of the Governor in Council in pursuance of the provisions of the Canada Shipping Act, fourteen have forwarded returns for 1923.

CITADEL SIGNAL STATION, HALIFAX N.S.

Record of Shipping as per Record folio, from April 1, 1923, to March 31, 1924

1923-1924	Men of War British			Men of War Foreign			Steamers 1st Class			Steamers 2nd Class			Ships, Barques and Brigantines			Brigs and Brigantines			Schooners 3 Mast or bearing Private Signal			Monthly totals					
	R		P	R		P	R		A	P	R		A	P	R		A	P	R		A	P	R		A	P	
1923																											
April.....																											
May.....																											
June.....																											
July.....																											
August.....																											
September.....																											
October.....																											
November.....																											
December.....																											
1924																											
January.....																											
February.....																											
March.....																											
Totals.....																											
7 7 20 20 841 840 1 445 445 1 1 75 75 1,389 1,388 1																											

Total vessels reported..... 1,389
" arrived..... 1,388
" passed..... 1

ANNUAL REPORT ON SABLE ISLAND

H. F. HENRY, SUPERINTENDENT

The planting was started about the 15th of May, and when crop was harvested, No. 3 Station and East light had the best crop for quality. Number 4 and Main Station had a fair crop, which was much better than previous year. Total vegetables for island, 200 bushels potatoes, 30 barrels turnips, 30 barrels cabbage, ten bags carrots, parsnips and tomatoes. Remainder of seed was destroyed by sand and birds. Main Station cut sixty loads of hay, two loads of which was fine hay. Will plant hay seed at Main Station, as the two fields have run out. Should have cut twenty loads of fine hay. All other stations cut from twenty to thirty loads of hay according to the size of the station.

On November 19, at 2 p.m., barge *Pelican* was sighted by D. Johnson, staff man. Barge was then on North West bar. Shortly after West Light reported barge on bar, and thought on account of a strong west wind she would drift off. R. Naugle, Coxswain, arrived at station at 4.30 p.m. to take life boat. Life boat was not used by R. Naugle, but at 5 p.m. the surf boat was launched. While launching surf boat barge drifted off bar and commenced drifting eastward. When we boarded barge she was west of station. Finding no one on board, anchored her with her own anchor and cable. Anchor was ready to slip, but on account of darkness, had considerable trouble finding out proper ropes to cut to let anchor go. Returned to island at 7 p.m., left lantern hanging at main mast and above the rail.

On January 1, 1924, steamer *Carlsholme* reported she was on south side and ashore, and asked for life boat. Horses and life boat were ready to leave Station on the arrival of Coxswain Naugle. Half hour after he reported he was ashore. He sent a message stating he was off of bar and steaming away from island. This steamer was ashore near the wreck of the *Marshal Foch*.

During the year we had fifty-five days with fog. The island was patrolled by all stations. The ticket system is now working well. All tickets belonging to outside Stations are passed along until they eventually arrive at Main Station. There are seven ticket boxes, three on north side, three on south side and one on East bar. I receive East light tickets not more than twenty-four hours after they are deposited in box out on East bar. Other station tickets are received twelve hours after they are put in box. I now have twenty sign boards placed at intervals about island, of one mile, and pointing to the nearest station. Sign boards are arrow shape, about two feet long, with number of station painted in black.

I intend putting up more of these boards during present year, so that any one landing on island in a fog will be able to reach the nearest station quickly.

All station barns and sheds were whitewashed as far as whitewash and brushes lasted. Have ordered larger quantity this year, so we can whitewash small sheds not whitewashed last spring.

Painted inside of men's house this spring; considerable inside painting was done at our stations, also inside Superintendent's house. Painted tower at Main station this spring, with red and white trimmings; previous colour was red with green trimmings. Painted West light last summer in four days.

Shingled north side of horse barn, and patched various other sheds at Main station. Number 4 and Number 3 did considerable shingling about their stations.

Horse barn had a manure pen inside of barn. Had manure hauled away to fields; thoroughly cleaned out pen, tore out lining of pen and put in new wood lining and floor, making a large horse stall out of it. The manure is now gathered up and shovelled out through a hatch clear of barn.

C. Lucas, acting carpenter, has been doing considerable cement work about Superintendent's house and Main station in general; also put a layer of cement around East Light bridge; repaired life boat carriage; slight repairs to surf boat; made two storm windows and repaired others. All repairs being done at East light and residence are being done by carpenter, such as putting down board walk from house to light, repairing doors, windows and shingling.

The telephone line over island was in excellent order the past year, but required the two telephone boxes sent ashore for repairs last summer.

The cranberries last fall were very numerous, but on account of lack of pickers, did not pick as many as previous year. Trust I will receive new pickers as per sample sent ashore last spring. Made three pickers last fall, but they would not stand as well as those made on mainland.

Keeper Naugle lost his shaft horse last spring on account of colic. Replaced horse with one from Main barn.

Have three young horses which we are breaking to saddle and teams. Doctored two barn horses and one wild horse last May. Lost one barn horse. The other two are in excellent condition and being used; one for team and one as a saddle horse.

Two cows and one bull died on account of bloating colic; also six calves died with colic. No. 3 and No. 4 stations have calves which they are trying to rear. It seems to have been the habit in the past of outside stations, to send their calves to Main station to rear. I have put a stop to this practice. All stations must rear their own calves. The bull sent on last fall is doing nicely at No. 3 station. Gave No. 4 a bull which was reared at Main station. The general health of cows at outside stations has been very poor this winter, especially among the cows sent on from mainland, but understand the first year down here for mainland cows is very hard.

Built an addition to the pig pen, and all outside stations have built small pens. Was able to give pigs out last summer to all out stations. Gave Nos. 3, 4 and East Light, No. 2 and West Light, one pig. Had three pigs at Main station last fall to kill.

At present believe there are about 150 wild horses on island. Not more than ten died during the winter. Made a trip over island last week and saw a few fillies.

There are 42 trained horses on island and 27 head horned cattle; 7 hogs on island, and expect two litters this summer.

Have had ten life-boat drills and 12 rocket drills for the year.

Old West light fell during night of October 8 and 9, 1923. Was able to save fifteen loads of T. & G. lumber and considerable planks. Used ten loads to repair walk at East light; remainder used about station for repairs. I am still able to get wood to burn from Old West light, which I do when teams not in use for other purposes.

Killed six horned cattle.. . . .	2,456 pounds
Killed eleven hogs.. . . .	1,696 "
Total.. . . .	4,152 pounds

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The following is the population of Sable Island:—

<i>Main Station—</i>	
Supt. H. F. Henry, wife, 3 children, Mrs. Jackson and Miss Henry.....	7
R. Hartlen, cook; F. Keating, boatman and horse barn; J. Blank, boatman and horse barn; W. McKenzie, boatman and cow barn; J. Booth, pig pen; C. Lucas, boatman and acting carpenter.....	6
<i>Wireless Station—</i>	
Chief operator, M. J. Walsh, wife, child and maid; assistants, G. Day, Smith.....	6
<i>No. 4 Station—</i>	
Keeper and coxswain, R. Naugle, wife and 6 children; assistants, R. Naugle, Jr., E. Naugle.....	10
<i>No. 3 Station—</i>	
Keeper, W. Blank, wife and 4 children; assistant, O. Mason.....	7
<i>No. 2 Station—</i>	
Keeper, J. Lynch, wife and 1 child.....	3
<i>East Light—</i>	
Keeper, J. Gregoire, wife, 7 children; assistant, E. Gregoire.....	10
<i>West Light—</i>	
Keeper, W. Cleary, wife and 2 children; assistant, C. Kenny.....	5
Total.....	54

REPORTS OF AGENCIES

HALIFAX, N.S., AGENCY

During the fiscal year ended March 31, 1924, this agency maintained 159 lighthouses, 70 wharves, 18 pole lights, 6 electric lights, 1 light vessel, 1 explosive fog alarm, 16 diaphones, 1 steam whistle, 45 hand horns, 2 mechanical bells, 24 combined gas and whistling buoy stations, 14 combined gas and bell buoy stations, 7 gas buoy stations, 18 automatic whistling buoy stations, 47 automatic bell buoy stations, 192 can and conical buoys, and 1,160 spar buoys.

NEW AIDS TO NAVIGATION ESTABLISHED IN 1923-24

Can buoy placed at False passage.
 Port Medway bell buoy changed to an automatic whistling buoy.
 Automatic whistling buoy placed off cape Smoky.
 Four new spar buoys at Lockeport.
 Four new spar buoys at Webber's cove.
 Six new spar buoys at Black river, Richmond county.
 Broad shoal conical replaced by a bell buoy.
 Spar buoy placed at Gull ledges, Whitehead.
 Cape Breaker bell, Canso harbour, changed to a gas bell buoy.
 Canso harbour fairway bell buoy, north entrance changed to a gas bell buoy.
 Two new spar buoys at Petit de Grat.
 One new spar buoy off Crichton head.
 Five new spar buoys at Beleine cove.
 One new spar buoy at Sheet harbour.
 One new spar buoy at Shag bay.

REPAIRS

Repairs were made to the following stations:—

Cape Race	Arichat	Devil's Island
Cape Freels	Jerome Point	Chebucto Head
St. Paul's Island	Ouetique	Chester Ironbound
Ingonish Island	Cranberry Island	Cross Island
Gillis Point	Whithead	Port Medway
McNeil's Beach	Country Island	Green Island
Man O War Point	Bickerton	Fort Point
Cape St. George	Wedge Island	Little Hope
Scatari	Liscomb	Gull Rock
Louisburg	Beaver Island	North East Harbour
St. Esprit	Sheet Rock	Negro Harbour
Jerseymens Island	Egg Island	Pages Island

A number of the large lights have been overhauled and cleaned during the year.

NEW CONSTRUCTION

Glace Bay Lightstation.—Pole light replaced by small wooden tower.

Scattarie.—A new double dwelling was erected for keeper of the light and fog alarm stations.

Louisburg Harbour.—Rochford Point Range Lights.—A new set of range lights was built to guide vessels from the Coal Co's pier to the Louisburg ranges.

Louisburg Lightstation.—A new reinforced concrete tower and a new keepers double dwelling were built to replace combined lighthouse and dwelling destroyed by fire. New light operated on February 1, 1924.

Egg Island Lightstation.—A new single dwelling house was erected at this station for keeper and family.

Chebucto Head Storm Signal and Signal Station.—A storm signal mast also equipped for a flag signal station was put up at Chebucto head to replace the Camperdown station.

DOMINION STEAMERS

C.G.S. Lady Laurier.—Went into commission on April 3, from then until October 17, engaged in general work of agency. October 17 to 25, at agency wharf cleaning boilers. October 25 to March 31, 1924, engaged in general agency work, laid up on last date.

C.G.S. Dollard.—April 1 to 11, at agency wharf repairing and cleaning boilers. April 12, went into commission. From April 12 to June 1, engaged in agency work. June 1 to August 31, undergoing annual overhaul and repairs. From August 31 to December 14, engaged in agency work. December 15 to March 31, employed in New Brunswick agency.

C.G.S. Aranmore.—April 1 to July 7, undergoing repairs. July 8 to December 4, employed in P.E.I. agency. December 5 to December 23, employed in general work of agency. December 23 to December 31, undergoing repairs to boilers. January 1 to February 17, employed in agency work. February 17 to February 28, undergoing repairs. March 1 to 31, employed in agency buoy service.

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C.G.S. Stanley.—From April 1 to May 24, employed in agency work. From May 25 to July 24, employed in P.E.I. agency. From July 25 to April 30, 1924, laid up at agency wharf at Halifax.

C.G.S. J. L. Nelson.—Went into commission on April 1, from then till June 20, employed in agency work. From June 20 till July 15, at agency wharf undergoing repairs. From July 16 to March 31, 1924, engaged in agency work.

C.G.S. Bayfield.—April 21 to June 7, at dockyard undergoing repairs. June 8 to July 7, fitting out. July 8 to July 19, fitting tail shaft. July 20, sailed for Hydrographic Survey.

C.G.S. Arleux.—April 27 to 30, at agency wharf obtaining supplies. May 1 to July 23, under eastern Fisheries division. July 24 to 31, at agency wharf for repairs. August 1 to March 31, 1924, under eastern Fisheries division.

Trawler Vimy being converted into lightship "White Island Reef," April 1 to August 7, at agency wharf. August 8, proceeded to Quebec agency.

C.G.S. Acadia.—From April 1 to June 11, at dockyard wharf for repairs. June 12 to March 31, 1924, on Hydrographic Survey work.

PICTOU, N.S., SUB-AGENCY

Buoys after being overhauled and painted, were placed in position in the harbour and roadstead on May 22, and lifted on November 27. The service being performed by *SS. Brant*.

Marks locating the deep water channel East river were placed in position and maintained during the season by contract.

Murdoch shoal buoy reported adrift on November 10, was recovered and replaced by *SS. Brant*.

SS. Stanley made a trip to Magdalen islands with cargo, mails and passengers on May 15.

SS. Lady Grey called at Pictou for bunker coal on July 16.

SS. Arras made frequent calls during the season.

Oil was furnished to lighthouses when required.

SYDNEY, N.S., SUB-AGENCY

Material and supplies for the new wireless telegraph direction finding station on St. Paul island were secured here and shipped to destination.

An additional system of range lights was put in operation at the port of Louisburg, and a new lighthouse built there.

The ports of Sydney and North Sydney have been improved by considerable dredging and no groundings took place in either port during the season.

The service given by the wireless direction finding stations particularly the new one at St. Paul island, was much appreciated by ship masters.

DOMINION STEAMERS

The *C.G.S. Lady Laurier* of the Halifax agency made frequent calls during the season placing harbour buoys at the opening of navigation and lifting them at its close, also engaged in lighthouse supply work.

The government boats *Stanley* and *Montcalm* during the winter and spring months were employed in breaking ice and assisting steamers in bound in harbours, and in patrolling Cabot strait. This service was much appreciated by ship masters.

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SEASON'S Shipping Returns for the Ports of Sydney, Louisburg, and North Sydney

Port of Sydney—	No. of Ships	Tons
Inwards foreign.....	257	472,058
Inwards coastwise.....	1,120	924,270
	1,377	1,396,328
Outwards foreign.....	490	714,401
Outwards coastwise.....	886	687,313
	1,376	1,401,714
Port of Louisburg—		
Inwards foreign.....	137	88,248
Inwards coastwise.....	181	79,862
	318	168,110
Outwards foreign.....	149	72,110
Outwards coastwise.....	169	104,771
	318	176,881
Port of North Sydney—		
Inwards foreign.....	831	271,780
Inwards coastwise.....	962	267,463
	1,793	539,243
Outwards foreign.....	756	271,141
Outwards coastwise.....	1,047	409,921
	1,803	681,062

ST. JOHN, N.B., AGENCY

During the past year all aids to navigation in the St. John division were inspected by the Superintendent of Lights, and necessary cleaning, repairs and painting carried out at the different stations.

All told there are at present in this district 163 light, fog alarm and fog bell stations, of all classes, and also the *Lurcher* lightship, a red steel steamer with two masts, each showing a white light, equipped with diaphone, submarine fog bell, and radio telegraph apparatus, and manned by a crew of 15 men. This lightship is on Lurcher shoal, 17 miles west of Yarmouth, N.S.

CHANGES IN LIGHTHOUSE AND FOG ALARM SERVICE

Bunker Island Light, N.S.—On reef off southwest point of Bunker island, Yarmouth harbour; this lightstation was rebuilt under supervision of Engineering staff.

Economy Light, N.S.—In May, 1923, the pole light, fixed white, was moved to south side of Economy river on what is known as "Marsh Lump".

Hantsport Light, N.S.—At Hantsport, N.S., Avon river, in January, 1924, a fixed white light, 6th order lens, was installed on outer gable of warehouse, on the outer end of the government wharf.

Minasville Light, N.S.—At Minasville, Minas basin, N.S., the pole light, fixed white, discontinued in 1922, was re-established in May, 1923.

Negro Point Breakwater Light, N.B.—The occulting white acetylene light near outer end of this breakwater, west entrance to St. John harbour, was discontinued in December, 1923.

North Head Light, N.B.—A pole light, fixed red, was established at North head, Grand Manan, N.B., in January, 1924.

Oak Point, N.S.—At Oak point, St. Croix river, Minas basin, a pole light, fixed white, was established in August, 1923.

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MAINTENANCE OF BUOYS AND BEACONS

All buoys and beacons both those under contract and those attended to by dominion steamers, in the agency have been well kept up during the past year.

The following is a list of buoys maintained under contract in this division during the fiscal year 1923-24:—

Cans.....	4
Casks.....	7
Conicals.....	7
Barrels.....	4
Spherical.....	3
Dropping buoys.....	2
Spindles.....	3
Bushed stakes.....	15
Bushing.....	7 miles
Bushes.....	490
Spars.....	344

The following is a list of the buoys maintained by government steamers:—

Bell buoys.....	30
Gas and whistling buoys.....	13
Gas buoys.....	3
Gas and bell buoys.....	4
Whistling buoys.....	6
Can buoys.....	46
Conical buoys.....	44
Spar buoys.....	106

There have also been maintained:—

Iron spindles.....	20
Concrete spindles.....	1
Wooden day beacons.....	1

CHANGES IN BUOY SERVICE

Chance Harbour, N.B.—On July 9, 1923, a green can buoy was placed marking the wreck of the schooner *Senator*, western entrance to Chance harbour, St. John county, N.B.

Clarks Harbour, N.S.—A black wooden spar buoy was placed by the buoy contractor on May 10, 1923, to mark the destroyed end of the breakwater extending southward from Split (Daly's) point, Clarks harbour, N.S. This buoy will be continued until the breakwater is repaired.

Cockerwit Passage, N.S.—The red spar buoy in 3 fathoms of water off the western extreme of Horsehead Ledges, Cockerwit Passage, N.S., was replaced by a red steel conical buoy.

Grand Manan, N.B.—A black steel can buoy was established June 30, 1923, in 4½ fathoms of water off the eastern extremity of Black rock, east coast of Grand Manan island, N.B.

Memramcook, N.B.—The red conical buoy, formerly located on Fort Folly lightstation, N.B., was placed off the western extreme of Grande Anse ledge at the opening of navigation 1923, and will be maintained in that position in future.

Minudie, N.S.—The red conical buoy maintained at Minudie flats, Cumberland basin, N.S., has been discontinued.

Navy island, N.B.—The Navy island fairway can buoy situated 4 cables southward of the southeast extreme of Navy island, Charlotte county, N.B., and the black spar buoy on the end of the spit extending from the southeast extreme of Navy island were discontinued this season, and will not be placed in future.

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Port Maitland, N.S.—The fog bell at Port Maitland, Yarmouth county, N.S., was discontinued, and a red steel bell buoy established July 5, 1923, in 6 fathoms of water about two-thirds of a mile from the outer extremity of the westerly breakwater at Port Maitland, N.S.

St. John Harbour, N.B.—In the channel leading to Courtenay bay, St. John harbour, N.B., the Department of Public Works placed pile dolphins to mark the limits of the dredging near the main channel.

Yarmouth Harbour, N.S.—When the tug *John C. Stoneman*, replacing the Bunker island light, was moved to a new position in July, 1923, a temporary fairway buoy was placed to the westward of the steamboat course in the channel, Yarmouth harbour, N.S., abreast of the former position of the Bunker island light.

CONSTRUCTION WORK

Apple River Light and Fog Alarm, N.S.—A type "B" diaphone equipped with three pistons was installed here in place of old diaphone.

Bay View Life Saving Station, N.S.—This station on Digby gut was overhauled, repaired, and completely fitted out.

Head Harbour Light.—The old wooden sea wall at the base of the lighthouse was replaced by a concrete wall.

Red Head, N.B.—A new wooden dwelling was erected for one of the assistants at the Red head direction finding station.

OBSTRUCTIONS REMOVED

The wreck of the *Maid of Scotland* rammed by the Peruvian steamer *Perene* and sunk near the fairway buoy at entrance to St. John harbour was removed.

Sunken logs obstructing the channel into Weymouth were removed.

Several large rocks obstructing the channel into Seal cove, Grand Manan, N.B., were removed.

REPAIRS TO WHARVES

Repairs were made to the following wharves in the agency during the past year: Canada creek wharf, N.S.; Carrsbrook wharf, N.S.; Church point wharf, N.S.; Comeau cove, N.S.; repairs to wharf and breakwater, Digby wharf, N.S.; Kingsport wharf, N.S.; Lorneville wharf, N.B.; Marine dock, West St. John, N.B.; Meteghan cove, N.S.; breakwater, Pickett's wharf, N.S.; Shag harbour, wharf, N.S.; Tiverton wharf, N.S.; Westport wharf, N.S.; wharves general west side St. John, N.B.; White bluff wharf, N.B.

During the year there were under the agency's supervision 133 wharves.

LIFE-SAVING SERVICE

The life-saving stations at Bay View, N.S., and Little Wood island, N.B., were inspected several times during the season and all necessary repairs made to them.

The Little Wood island life-boat carried water, mail, and supplies to Gannet rock light and fog alarm station, and also delivered water, mail, and supplies to Machias Seal island light and fog alarm station.

Extensive repairs were made to the lifeboats of these stations during the past fiscal year.

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PARTRIDGE ISLAND SIGNAL STATION

		Tonnage
Steamers signalled.....	38	84,515
Sailing vessels signalled.....	12 three-masted schooners.	4,687
	6 four-masted " "	3,601
	1 man of war.	
	57 vessels	92,803
58 signals answered at Partridge island.		
1 signal answered calling for tug boat.		

MOVEMENTS OF VESSELS

C.G.S. Aberdeen was constantly employed during the year (except when laid off for necessary repairs) in the lighthouse and buoy service under the New Brunswick agency, up to October 13, 1923, when she stranded on the Limb ledge (Seal island, N.S.) and became a total wreck.

C.G.S. Dollard.—Arrived at St. John, N.B., to take the place of the wrecked *Aberdeen* on November 20, 1923, employed in lighthouse and buoy service under the agency until December 2, returned to Nova Scotia agency on that date. On December 13, resumed work under the St. John agency, in lighthouse and buoy service until the close of the fiscal year 1923-24.

C.G.S. Laurentian.—Employed during the fiscal year (except when laid up for repairs) in agency work in the lighthouse and buoy service, and in landing coal, oil, and supplies at the different lighthouse and fog alarm stations.

QUEBEC AGENCY

NEW CONSTRUCTION

A new keeper's dwelling was built at Cap Chat. A storm signal station was established at Cap aux Os. A steel tower was erected at point Nicholas for the Signal Service. New range lights established at Johan Beetz bay and Petite Vallee. A new keeper's dwelling built at Southwest point, Anticosti. New range lights established at Quetachua bay, and Riviere St. Francois.

REPAIRS

Repairs were made to tower and shed at Bagot bluff, and to keeper's dwelling and fog alarm building at Fame point. Repairs were made to tower, barn, general storehouse, workshops and sailors' home at Southwest point, Anticosti. Repairs also were made to a number of wharves in the district.

WHARVES

During the past year, the Quebec agency has under its control 72 wharves, three new wharves having been transferred from the Department of Public Works to the Department of Marine and Fisheries, these were wharves at Beaupre, Montmorency county, Cape cove, Gaspé county, and Riviere-au-Renard, Gaspé county.

The wharf at St. Nicholas was leased to the municipality of the parish of St. Nicholas, and the wharf at Levis to the firm of P. Robitaille of Levis.

MOVEMENTS OF VESSELS

C. G. Icebreaker Mikula.—On May 13 left for gulf of St. Lawrence to engage in ice patrol work in Cabot strait, in connection with icebreaker *Mont-calm* returned to Quebec on June 13, until the fall laid up and undergoing

repairs—during winter engaged in icebreaking work, and on January 31 made trip to Seven islands and Ellis bay, Anticosti island, with passengers and freight, returning to Quebec on February 10, from then until February 26, engaged in icebreaking above Quebec—laid up on February 26 for balance of fiscal year.

C.G.S. Montcalm.—At the beginning of fiscal year, engaged in icebreaking operations above Quebec, between April 22 and June 13, on patrol duty, Cabot strait. From July 4 to August 2, engaged in lighthouse supply trip to Anticosti island and Gaspé coast, from then till December 17, employed in general work—left Quebec on December 17 for North Sydney, C.B., where she remained till the close of the fiscal year.

C. G. S. Druid.—Went into commission on April 11, from then until the close of the year, employed in general buoy service work from Platon to Father point, a distance of 185 miles.

C G. S. Loos.—At the end of April, was engaged in the embarking and disembarking of pilots at Father point, taking the place of the regular pilot tender. On the 29th of May, entered dry dock for 8 days for repairs, during the rest of the year until December 17, when she laid up for the winter, employed in lighthouse supplies, construction, and buoy service work in the district.

MONTREAL AGENCY

The total expenditure for the fiscal year 1923-24 amounted to \$337,471.53; this was an increase of \$38,302.16 over the 1922-23 expenditure, due mainly to extensive repairs to Dominion steamers especially the *Shamrock*.

No new construction work done during the season.

DOMINION STEAMERS

C.G.S. Argenteuil.—Used for buoy service, lighthouse supplies, and repair work on upper reaches of St. Lawrence also lake St. Louis, and Ottawa, Richelieu, and Rideau rivers.

C.G.S. Berthier.—Used in connection with rush of buoy service work in the spring and fall.

C.G.S. Bellechase.—Used in connection with rush of buoy service work in the spring and fall.

C.G.S. Contrecoeur.—Was used for some months on the opening of navigation in place of the *Shamrock* undergoing repairs.

C.G.S. Emelia.—Transferred from the Ship Channel branch to the agency, was practically rebuilt, and was used throughout the season in painting of high lights, buoy service work, and repairs to light-stations.

Tug James Howden.—Used in connection with the rush of buoy service work in the spring and fall.

Tug Laviolette.—Used in connection with the rush of buoy service work during the spring and fall.

C.G.S. Shamrock.—Busily engaged throughout the season in general buoy service work, and lighthouse supply work.

C.G.S. Vercheres.—Occupied during the season in the towing of construction scows, and for buoy service work, also patrol and inspection work, and recharging shore stations with gas.

Tug Varennes.—Used during spring and fall in the rush of buoy service work.

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CHARLOTTETOWN, P.E.I. AGENCY

NEW CONSTRUCTION

During the past year new lights were established at cape Rouge, C.B., Haldiman Gully ranges, P.E.I., and Burnt Church wharf, Miramichi bay, N.B.

A new fog alarm station was completed and put in operation at Entry island, Magdalen islands.

At cape Norman, Nfld., the fog alarm apparatus was changed from steam to oil.

A new dwelling was built at East Point, P.E.I.

During a very severe storm, last October, a number of lights were demolished and a great deal of protection work was carried away necessitating a good deal of extra work.

GOVERNMENT STEAMERS

C.G.S. Brant.—From April 28 to May 10, crew fitting out ship at Georgetown, went into commission on May 11, from then until December 20, when she laid up for the winter, employed in general lighthouse and buoy service in the district.

C.G.S. Aranmore.—Left Halifax for this agency on July 9, 1923, from that date until December 3, when she returned to Halifax, was employed in general work in the district, except for the period September 3 to September 21, when she was laid up, to be cleaned and painted.

C.G.S. Montcalm.—Employed in the agency in buoy service work from June 2 to June 7, and in towing schooner *Evelyn V. Miller* to Souris from January 5 to January 8.

C.G.S. Stanley.—Arrived at Charlottetown on May 25, employed in the district in lighthouse supply and buoy service until June 14, when she sailed for Halifax. Returned to Charlottetown July 13 for work on Charlottetown Pictou route, and returned to Halifax on July 23.

VICTORIA, B.C., AGENCY

Agency work during the fiscal year ended March 31, 1924, embraced supervision and maintenance of all aids to navigation, upkeep of public wharves, and the purchasing and forwarding of all supplies for the agency and for the Radiotelegraph and Hydrographic Survey branches of the Marine Department.

NEW CONSTRUCTION

New fog alarm stations were built and machinery installed at Entrance island, Quatsina sound, and at Merry island, Welcome passage, the former was put in operation on December 10, 1923, and the latter will begin operating about the middle of April, 1924.

A gas and whistling buoy, 9½ type was placed off the entrance to Sydney inlet on September 6, 1923. This is an important aid to navigation. A number of new buoy and beacon lights were also established during the year, viz: new gas buoys at Sydney inlet, Nanaimo harbour, Sutton rock; new gas beacons at Roberts point, Five Mile, Seven Mile, Nine Mile, Eleven Mile, Harrops, Pt. Upwood, and Tucker bay.

Necessary repairs were made to several lightstations, and the outside of the dwelling house at Pachena was completely resheathed.

LIFE-SAVING STATIONS

The life-saving stations at Banfield and Clayoquot were efficiently manned and maintained.

The installation of the Direction Finding station at Pachena has been of great assistance to vessels. Patrol men were employed at the Carmanah, Pachena, and Cape Beale lightstations early in November, to act as assistant lookout men, and patrol the coast line.

Wireless telephones were established at Carmanah, Pachena, and Cape Beale lightstations, and the Banfield life-saving station. Wireless telegraph sets was also installed at Lennard island lightstation, and the Clayoquot life-saving station.

These improvements have increased the general efficiency of life-saving work on this coast.

CASUALTIES

In the early morning of February 27, the Norwegian steamship *Tatjana* went ashore on Village island, Barclay sound, no lives lost, the crew being taken off by the Banfield lifeboat. On the night of December 24, the tug *Tyee* with an empty scow in tow foundered in Peddler bay during a heavy gale. The captain and two of the crew went down with the vessel.

DOMINION STEAMERS

C.G.S. *Estevan*, March 31-June 9, undergoing annual inspection and overhaul.

June 9-July 25, coaling ship and proceeded to west coast stations with annual supplies. Mr. Halkett, Superintendent of Lights, on board making inspection of light stations.

July 26-27, replacing Gossip Reef bell and gas buoy in position.

July 27-August 4, blowing down boilers.

August 7-September 12, employed landing construction material for the new fog alarm at Quatsino station and overhauling of west coast gas buoys.

September 12-24, blowing down boilers.

September 25-December 3, in Prince Rupert agency overhauling large buoys in that district.

December 3-10, undergoing repairs.

December 11-29, landing Christmas supplies on west coast.

December 29-January 14, recharging gas buoys in strait of Georgia.

January 29-February 8, landing construction material for new fog alarm at Merry island.

February 11-March 4, exchanging lightkeepers at Ballenas, Sisters, Carmanah and Pachena stations.

March 6-12, overhauling large gas buoys in strait of Georgia.

March 12-24, boilers blown down.

March 24-31, landing material for Radiotelegraph service on the west coast.

C.G.S. *Berens*, March 31-April 14, employed overhauling unlighted buoys and acetylene beacons in passages along the north shore of gulf of Georgia.

April 14-21, employed taking the Superintendent of Lights for an inspection trip among the lightstations in the gulf of Georgia.

April 23-May 12, working under the supervision of Mr. Trowsdale, General Construction Foreman, on repair work at Yellow rock and Prospect point stations.

May 12-14, landing oil and supplies at Carmanah point station.

May 17-23, working on aids to navigation in Burrard inlet.

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May 25-June 7, overhauling aids to navigation on Fraser river.

June 7 to July 3, receiving annual overhaul.

July 3-12, attending to aids to navigation in gulf of Georgia, also loading lumber and other material at Prospect point and Saturna island light stations.

July 12-14, installing temporary keeper at Pachena light-station.

July 15-August 4, working with aids to navigation on the Fraser river.

August 4-13, landing annual supplies of oil at stations in the vicinity of Victoria.

August 14-19, working on aids to navigation in Burrard inlet.

August 21-September 1, landing annual supplies at lightstations in gulf of Georgia.

September 1-8, taking the Superintendent of Lights to different lightstations in gulf of Georgia.

September 9-October 4, working in the gulf of Georgia under the supervision of the Superintendent of Lights.

October 8-13, recharging acetylene lights in gulf of Georgia.

October 14-24, establishing new spar buoys in gulf of Georgia, and Courtenay river.

October 24-November 1, bringing oil from Vancouver.

November 1-13, having new cylinder installed and other repairs carried out.

November 13-29, landing material for construction of new fog alarm at Merry island.

December 1-21, landing supplies for gulf stations.

December 21-January 9, vessel laid up.

January 10-20, recharging acetylene lights.

January 21-24, overhauling spar buoys in straits of Juan de Fuca.

January 25-February 9, overhauling buoys in gulf of Georgia.

February 11-18, landing supplies at Merry island and establishing new Aga lights in gulf of Georgia.

February 19-23, working on Fraser river acetylene lights.

February 24-March 4, working at Calamity point beacon.

March 10-16, landing material at Merry island and other gulf stations.

March 17-31, working on aids to navigation in Vancouver harbour.

C.G.S. *Newington*, August 27.—Arrived from Prince Rupert.

September 4-8, left for the west coast with distillate and supplies for light-stations as far as Estevan point.

September 8-19, hauled out for cleaning and repairs.

September 19-27, landing men and material for Direction Finding station at Pachena point.

September 27-October 5, hauled out to replace broken propeller.

October 5-November 3, landing fog alarm machinery at Quatsino.

November 3-21, landing oil and other supplies for Radiotelegraphs department and Life Saving service on west coast.

November 21-27, blowing down boilers.

November 27-December 16, left for west coast to overhaul Clayoquot buoy and establish an Aga light on Sutton rock.

December 18, left for Prince Rupert.

PRINCE RUPERT, B.C., AGENCY

The general work of purchasing and delivering supplies to lightstations, maintaining aids to navigation and government steamers, supervising construction and making repairs at lightstations, etc., and general supervision of wharves, has been carried out during the past fiscal year by the office and outside staffs.

NEW CONSTRUCTION

A day beacon was built on Amur rocks, Queen Charlotte islands.

An Aga lighted beacon was erected on Sunny island, at junction of Johnson and Fisher channels.

An Aga lighted beacon was erected on Donald point, Return channel.

An Aga lighted beacon was erected on Beaumont island, Johnson channel.

A day beacon was erected on Law island, Return channel.

A day beacon was erected on Hyndman's reefs, Return channel.

Day beacons were erected on Picture island and Magee island, Gunboat passage.

A day beacon was erected on Sloop islet, Massett inlet.

A day beacon was erected on Mackie rock, Massett inlet.

A lighted Aga beacon was erected on Hattie island, Portland canal.

An Aga light was placed on Cook point day beacon, Massett inlet.

An Aga lighted beacon was erected on Ramsden point, Portland canal.

An Aga lighted beacon was erected on a dolphin on Salmon river flats, Portland canal.

LIGHTS, FOG ALARMS, ETC.

All lights and fog alarms, and all lighted and unlighted aids to navigation in the district were maintained in proper order throughout the year.

GOVERNMENT WHARVES

The six Government wharves in the district under the jurisdiction of the agency are located at Stewart, Alice arm, Spiller river, Refuge bay, Massett, and Queen Charlotte city; all these have been regularly inspected and reports made on them, with the exception of the one at Spiller river which has been officially closed to traffic.

DOMINION STEAMERS

C.G.S. Estevan.—Arrived at the agency on October 6, and was employed in lighthouse supply and buoy service work until the 20th of November.

C.G.S. Newington.—During the months of April, May, June, July and August—employed in the routine lighthouse and buoy service work of this agency.

During September, October, and November, she operated under the Victoria agency, and up to the middle of December when she was again transferred to the Prince Rupert agency for the balance of the fiscal year.

C.G.S. Birnie.—From the beginning of April, 1923, to end of March, 1924—employed in agency work.

Launch Rhona.—With the exception of time for overhauling, was engaged throughout the year in transferring from Prince Rupert to the agency at Digby island, mail, supplies, and passengers making two to three regular trips every day.

DOMINION LIGHTHOUSE DEPOT, PRESCOTT, ONT.

As usual a good deal of work was performed at the depot in connection with the manufacture of lighthouse materials and apparatus, fog alarm materials, etc., for the various departmental agencies and Dominion light-stations. Work in connection with the proper maintenance of lighthouses, beacons, gas and other buoys, was carried out in the Prescott division during the season.

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Necessary repairs were made throughout the season to the engines, hulls, etc., of the Government steamers *Scout* and *Concretia*, and to the Dominion Lighthouse Depot plant.

Machine Shop Department.—Of the 143 orders issued to this department, 123 were completed and quite an amount of work done on the unfinished orders, despite the fact that this department was short of skilled machinists.

These orders included repairs to Government steamers and depot plant, and making of vapour supply parts, and buoy materials, repairing of lanterns and preparing all forms of lighting apparatus for the various agencies.

Coppersmith and Tinsmith Shop Department.—Of the 87 orders issued to this shop during the fiscal year, nearly all were completed. These orders included the making of oil tanks, preparing and repairing lighthouse apparatus and all coppersmith and tinsmith work in connection with repairs to the Government steamers *Scout* and *Concretia* and the depot plant.

Carpenter Shop Department.—Effected necessary minor repairs to hulls of steamers *Scout* and *Concretia* during the season of navigation, and to the depot plant buildings, made gas and bell buoy superstructures, packing cases and crates for shipment, cupboards, etc.

Paint Shop Department.—Necessary painting was done to the Prescott division government steamers *Scout* and *Concretia*, to lighthouse apparatus, buoy superstructures, buoy and lighthouse lanterns, etc., and to the buildings and fences of the Dominion Lighthouse Depot plant.

Brass Foundry Department.—Orders for 38 brass castings for lighthouse apparatus, buoy superstructures, fog alarm materials, headlight lanterns, buoy lanterns and radio structural materials, etc., were completed during the fiscal year, and all castings for steamers of the division and the depot plant.

Blacksmith Shop Department.—Attended to all work in connection with buoy superstructures, repairs to *Scout* and *Concretia*, necessary forgings for materials manufactured in the machine shop, and those received for repairs from the various agencies and lightstations, also to all blacksmith work in connection with the depot plant.

Shipyards Department.—All gas and conical buoys stored on Prescott depot dock were scraped, cleaned, and painted. Railway cars in yards were loaded and unloaded.

Freight was transported to and from depot.

Heavy labour was supplied to shops as required.

Depot grounds and docks were kept in good condition.

Concrete anchors and spar buoys were prepared.

Gas Test Room Department.—Prescott division buoy and lighthouse lanterns were overhauled and tested.

An Aga stake light with fittings was prepared for Whitby station.

A number of buoy lantern occulting boxes from Prince Rupert, B.C., and Montreal agencies, were overhauled and put in order.

All Pintsch gas shipments received at Depot were measured up and reported on.

Erectors from this department were sent out in connection with the proper maintenance of buoys and gas beacons in Prescott division.

As usual a number of gross flash burner gaskets, purifier door gaskets, carbide door gaskets, diaphragms, etc., were turned out for a number of different agencies.

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Packing and Shipping Department.—Shipments to the number of 483 all carefully sorted and packed were sent out from the depot during the last fiscal year including all forms of lighting apparatus, buoy structures, fog alarm plants, lighthouse supplies, etc.

All cases and packages were numbered and addressed, and shipping lists prepared.

Goods received at depot were unpacked, checked, and assigned to proper places.

Second hand materials received were unpacked, examined, and prepared for valuation.

Photometric Room.—In this room tests were made during the year of all samples of oils from the various agencies, lightstations, and commercial firms and reports submitted of all tests. Oil consumption tests were made with the Sun Hinge and Marcy burners, also tests of reflectors with oil burners.

Pattern Shop Department.—All patterns belonging to the depot were kept in good condition and properly stored.

Records were kept of patterns shipped from the depot, and a number of patterns were made up.

Drawing Office.—During the year eight drawings were made and also sketches to accompany requisitions forwarded to Purchasing Agent for materials, clockwork and other apparatus were tested, goods received for depot examined, and the Pattern Shop supervised.

DOMINION STEAMERS

C.G.S. Concretia.—Was fitted out at Prescott early in April, and went into commission April 19th, she maintained lights west of Prescott in District No. 6, and charged and placed the gas buoys in western part of District No. 6, and kept all buoys in proper condition, assisted in installing a new Pintsch gas light at Grenadier island, in the building of a new lighthouse pier at Brighton, and in effecting repairs at Brighton lights, False Ducks, and South Bay Point lightstations, delivered lighthouse supplies, and inspected Government wharves, was laid up at Prescott on December 19, 1923.

C.G.S. Scout.—Was fitted out at Prescott in the early part of April, 1923, and went into commission on April 18, was in charge of maintenance of lights east of Prescott in district No. 6, charged and placed all gas buoys east of Prescott, attended unwatched beacon lights from Prescott to Coteau, and kept in proper order all buoys in her division; assisted the Hydrographic Survey in taking soundings and placing new can buoy on Jackass shoal, and rearranging buoys at Dickinson landing. Delivered all lighthouse supplies to stations east of Prescott, and visited and inspected government wharves, removed gas buoys at close of season and placed markers.

Went out of commission on December 19, 1923, and was laid up at Prescott.

PARRY SOUND, ONT., AGENCY

All Parry Sound unwatched lights were maintained, and the buoy service in the inner channel between Parry Sound, Wabaushe, Fesserton and Coldwater attended to by the staff.

During the winter of 1924, 62 Pintsch and Aga buoy and beacon lanterns were overhauled and tested, and 17 gas buoys and 4 iron buoys other than gas: all floating aids were charged and put in condition for the opening of navigation.

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DOMINION STEAMERS

C.G.S. Grenville.—April 30, inspected by steamship inspector.

May 2-June 29, engaged in lighthouse supply and buoy service in district.

Commenced annual trip on June 29, and completed it on September 1, as detailed below.

LAKE ERIE AND CONNECTING RIVERS

June 30-July 20, supplied and inspected all stations, lightstations and buoy services in this section.

LAKE HURON AND LOWER PART GEORGIAN BAY

July 21-August 2, supplied and inspected all stations and buoy services in this section.

August 4-August 6, went from Parry Sound to Sault Ste. Marie, inspecting odd stations on the way.

LAKE SUPERIOR

August 7-August 26, supplied and inspected all stations and buoy services in this section.

ST. MARY'S RIVER, NORTH CHANNEL AND UPPER PART, GEORGIAN BAY

August 27-September 1, supplied and inspected all stations and buoy services in this section.

For balance of season employed in connection with lighthouse and buoy service in Parry Sound district proper. From December 1 to close of navigation removed all buoys and light keepers in the Parry Sound district proper. Laid up at Midland on December 20.

C.G.S. Murray Stewart.—May 30, inspected by steamship inspector. Commenced work on June 1, and was for the most part employed in buoy and light-house work in the district during the season, during the absence of the *Grenville*.

In October and November towed scow *Parry Sound* to Amherstburg in connection with buoy service there.

During December removed all keepers in east end of lake Superior, completed this work on December 18, and laid up at Sault Ste. Marie for the winter. List of buoys maintained by both steamers and launch *Shoepack* during the season

Iron buoys other than gas	Gas buoys	Spars	Day Beacons
3 Bell.....	Bennett Bank.....	263	49
1 Conical.....	Cove Island.....		
—	Campana Shoal.....		
4	Hooper Island.....		
	Hall Rock.....		
	Kennedy bank.....		
	Key Inlet Entrance.....		
	Lone Rock.....		
	Lockerbie Rock.....		
	Lottie Wolf.....		
	Magnetawan Ledges.....		
	Port McNicoll.....		
	Surprise Shoal.....		
	Seguin Bank.....		
	Sawlog Point.....		
	Three Star Shoal.....		
	Vails Point.....		

Totals:—284 buoys and 49 beacons.

FORT WILLIAM, ONT., SUB-AGENCY

Icebreaking was carried on as usual.

On April 17, a new Aga light was installed on southwest end of Bare point breakwater and put in operation on May 4.

On May 4, all shore lights were put in operation including Port Arthur and Fort William main lights.

Mission entrance has a set of electric ranges, and Pie island an Aga light.

On May 5, first vessels arrived from the east, ss. *Glenista* at Fort William, and ss. *Glenshee* at Port Arthur.

On May 6, all spar buoys, numbering 41, were placed in position at Port Arthur and Fort William.

On May 13, three gas and bell, and two gas buoys were put in position.

On July 10, work was started on a lighthouse and dwelling on Shaganash island—work completed on November 7.

On August 9, work was started on a lighthouse, fog alarm building, and dwelling on Trowbridge island—work not quite completed.

August 18, ss. *Grenville* arrived at Port Arthur after supplying lightkeepers in this district; left for the east on August 22.

December 12, made special trip on *Strathbogie* with provisions for lightkeepers.

Decembtr 18, all gas, and gas and shell buoys were lifted and brought ashore.

December 23, steamer *Jenkins* last vessel to clear for eastern ports.

Very little ice in harbours at close of navigation not over 6 inches in the clear.

December 25, all lightkeepers were brought ashore from Slate, Battle, Lamb, and Shaganash islands, Passage island, U.S.A., point Porphyry, Tunder cape, Welcome and Victoria islands.

REPORTS OF HARBOUR COMMISSIONERS

MONTREAL HARBOUR COMMISSION

PERSONNEL

The personnel of the Montreal Harbour Commission for 1923 was: President, W. L. McDougald, Esq., Commissioners, Emilien Daoust, Esq., and Milton L. Hersey, Esq.

Officials

M. P. Fennell, Jr., General Manager and Secretary.

Thos F. Trihey, Assistant to the Secretary.

Paul LaRocque, Treasurer.

George E. Smart, Comptroller.

Thos. W. Harvie, Chief Engineer.

F. W. Cowie, Consulting Engineer.

Paul Leclaire, Assistant Chief Engineer.

G. R. Dalkin, Mechanical Engineer.

T. E. Salter, Electrical Engineer.

Capt. J. F. Symons, Harbour Master.

Capt. D. J. Perrault, Deputy Harbour Master.

Robt. A. Eakin, Paymaster and Wharfinger.

J. Vaughan, Superintendent of Railway Terminals.

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R. L. Mercier, Assistant Superintendent of Railway Terminals.
 M. Peterson, General Superintendent of Grain Elevators.
 Geo. Gendron, Mechanical Superintendent.
 I. C. Franklin, Manager of Cold Storage Warehouse.
 L. H. A. Archambault, Purchasing Agent.
 P. E. Morant, Supervisor of Customs Wharfwages.
 Lieut.-Col. E. A. Williams, Chief of Police.

FINANCIAL

The income on revenue account for 1923 was \$3,721,159.99; the cost of operation, maintenance, interest, sinking fund, etc., was \$3,630,324.86; leaving a surplus to the credit of revenue account for the year of \$90,835.13.

ACCOMMODATION

During 1923 the accommodation and facilities of the port were increased by a vigorous resumption of wharf construction, more or less in abeyance during the last six years; the construction of the new elevator No. 3 and the linking up of it with the Harbour Railway system, harbour roadways, and approaches to the city, and with the lake vessels, etc., and the extension of Grand Trunk elevator "B" at Windmill point, and provision for four additional grain berths.

ENGINEERING DEPARTMENT

The following were the principal items of construction undertaken during the year:—

Construction of Elevator No. 3 and five new grain loading berths at the Tarte pier.

Extension of Elevator "B" and four additional grain berths at Windmill point.

Completion of extension to Alexandra pier.

Completion of extension to King Edward pier.

Extension of shore wharf, section 30.

Construction of marine tower jetty at new Elevator No. 3.

Extension of Bulkhead wharf in front of new Elevator No. 3.

Completion of extension to Imperial Oil wharf at Montreal East.

Completion of sawmill and timber storage shed, and erection of transformer house on Bickerdike pier.

Erection of new transit sheds Nos. 26 and 27.

Erection of new wharf office building at Victoria pier.

Erection of new machine shops and installations of equipment and machinery in same, at Harbour yard, Notre Dame street east.

Dredging approach channel for Bickerdike pier extension.

The laying of additional sidings on the Bickerdike pier and vicinity for the use of the Canadian National Railways, Canadian Import Co., and British Empire Lumber Corporation.

Improvement of track layout at west end of Elevator No. 2.

Enlargement of flood gate opposite east end of Elevator No. 2 and railway connection made between tracks outside of flood wall and harbour main lines.

Extension of tracks to serve new shore wharf as Sections 27 and 29.

Improving existing tracks and laying additional sidings at Dominion Coal wharf, Section 37.

The removal of original low level tracks and the formation of a railway ramp and railway yard for Elevator No. 3.

A railway siding for the Dominion Tar and Chemical Co. at Section 62.
A spur for the Hospice St. Benoit at Section 79.

Completion of double diamond railway crossing and consequent rearrangement of intersections at Canada Cement Company's wharf at Montreal East.

Construction of retaining wall forming south side of ramp at Papineau avenue subway.

Extension of Aylwin street subway and construction of east-and-west wing retaining walls to form north side of future ramps.

Diversion of Nicolet street sewer.

Formation of new paved roadway from the north end of Bickerdike pier to Mill street.

Paving of roadway behind sheds 24 and 25 and leading to eastern entrance of the Cold Storage warehouse.

The installation of a 20-ton auto truck scale on Victoria pier.

The extension of the water main on Bickerdike pier and at sections 26 and 27.

Widening of the main channel in the central harbour.

Completion of electrification of the eastern section of the railway system and the commencement of electrification of the western section.

Extension of power transmission lines from the power house at section 23, around Windmill point basin to the north end of Bickerdike pier, serving Elevator "B" and the coal and timber plants, and also from the harbour yard to new Elevator No. 3.

Extension of harbour lighting system at Windmill point basin, Bickerdike pier and Victoria pier.

New transformer house at Elevator "B."

Commencement of relaying of main lines and spurs to piers from McGill street to Victoria pier with 101 pound rails, preparatory to electrification.

The general maintenance of berths, channels, wharves, railways, roadways, sewers, water service, scavenging, lighting, hoists, bridges, subways, flood gates, etc., was carried on as usual.

NEW GRAIN ELEVATOR NO. 3

In order to relieve congestion in the upper part of the harbour, and as Tarte pier was the only high level one completed in the lower part, and future development will be in that vicinity it was decided that Tarte pier should be the site for the new elevator.

The capacity of the new elevator is 2,000,000 bushels. It consists of a car unloading shed, a receiving house, two storage houses, two shipping houses, four travelling marine towers and conveyer galleries leading to five ocean steamer berths. The main buildings are on the wharf between Tarte and Laurier piers with the car unloading shed on the north side, and a fifty-foot roadway on the south or quay side.

The four travelling marine towers are on a jetty extending out from the quay between Tarte and Laurier piers.

The capacity of the east storage house is 1,017,000 bushels and of the west one 904,000 bushels.

Shipping to ocean boats may be at rate of 120,000 bushels per hour, by eight conveyers leading to steamer berths, two on each side of Tarte pier and one on wharf between Tarte and Sutherland piers. Each shipping conveyer has a capacity of 15,000 bushels per hour.

Shipping to railroad cars is made from two car spouts, in the car unloading shed, the spouts being fed either by the receiving house scales or by shipping house belt conveyers. Provision is made for the building of a storage

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house to the north, and for shipping berths on Laurier pier, and on Sutherland pier. The receiving house, the two shipping houses, the four marine towers, the conveyer galleries, and the car unloading shed are of structural steel framework, with concrete floors and roofs.

The entire plant is designed to minimize the hazard of dust explosion.

EXTENSIONS TO ELEVATOR "B"

These comprise an addition to the storage house, a shipping house at the west end of the storage, shipping conveyers to four ocean steam berths served by four streams of grain from the new shipping house, a new marine tower to the west of the old tower, an addition to the working house cupola, and a new power house between the working house and the storage.

The shipping house, shipping galleries, marine tower and addition to working house cupola are of structural steel framework with concrete floors and roofs with corrugated iron siding.

The power-house is a reinforced concrete structure in which are the switch-boards and control panels for all the electric power, lights and signals throughout the plant.

In all this new construction precautions were taken to minimize the hazard of dust explosion.

COLD STORAGE WAREHOUSE

There has been an increasing demand for space in this warehouse during 1923, and it is becoming to a greater extent a factor as a means of marketing and distribution for the Canadian producer.

The accompanying tabulated statement shows the increased storage of products in 1923 as compared with 1922:—

	1923	1922
Apples.....	43,970 brls.	30,000 brls.
Butter.....	2,957,864 lbs.	1,672,000 lbs.
Cheese.....	26,235,450 "	13,250,000 "
Eggs.....	1,806,450 doz.	1,200,000 doz.
Frozen and pickled fish.....	1,222,229 lbs.	850,000 lbs.
Meat.....	4,633,065 "	1,500,000 "
Poultry.....	839,807 "	500,000 "

Apart from the above commodities the fur dealers of Montreal made extensive use of the plant at one time during the summer of 1923 upwards of one million dollars worth of furs were in storage. The plant was also extensively used for the storage of hops, and a number of varieties of fruits and vegetables.

DREDGING AND FILLING

Dredging operations began on the 7th of May by the dredge *John Kennedy*, by the middle of June a fleet of three dredges and five derricks with their attendant tugs were operating and continued till the close of the season.

Towards the close of the season in order to cope with the work, the working hours of a number of the vessels had to be considerably extended.

Apart from the preparing of crib sites new dredging was confined to the Bickerdike pier extension and the widening of the channel in the central harbour.

Dredging during the season amounted to rock dredging 246,125 cubic yards; other material 131,585 cubic yards; total of dredging 377,710 cubic yards.

The filling corresponded to the dredging.

All obstructions of any consequence in the main portion of the harbour, from the head of Windmill point basin to the end of Victoria pier, were removed, and a considerable amount of maintenance dredging was done at Tarte pier and Dry Dock basin.

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GRAIN ELEVATOR SYSTEM

The total of all grains from the port of Montreal for the season of 1923 amounted to 120,107,990 bushels, and Montreal thus for the third successive year takes the leading place among the world's grain ports.

The total export of grain from Montreal in 1922 amounted to 155,035,817 bushels, the falling off in 1923 was due largely to the almost complete stoppage of the export through Montreal of American corn, and a cut in the export of American rye of about 50 per cent.

RECORD OF RECEIPTS AND DELIVERIES OF THE HARBOUR COMMISSIONERS' GRAIN ELEVATOR SYSTEM FOR 1923

Elevator No. 1—Capacity 4,000,000 bushels.

First vessel unloaded May 7, 1923.

Last vessel unloaded December 1, 1923.

RECEIPTS

Water 38,151,284 bushels from 500 steamers and 38 barges.

Rail 9,075,775 " from 5,124 cars.

Total	47,227,059	"	
Canadian grain.....			32,814,545 bushels.
American grain.....			14,412,514 "

DELIVERIES

Conveyer.....	43,934,042 bushels
Cars.....	1,640,303 "
Teams.....	710,370 "
Bags.....	1,411 "

Total..... 46,286,126 "

Elevator No. 2—Capacity 2,662,000 bushels.

First vessel unloaded May 7, 1923.

Last vessel unloaded Dec. 10, 1923.

RECEIPTS

Water 26,462,156 bushels from 390 steamers and 46 barges.

Rail 19,271,020 " from 10,657 cars.

Total 45,733,176 "

Canadian grain.....	32,717,640 bushels
American grain.....	13,015,536 "

DELIVERIES

Conveyer.....	42,805,715 bushels
Cars.....	1,317,906 "
Teams.....	864,124 "
Bags.....	1,282,289 "

Total..... 46,270,034 "

Elevator "B"—Capacity 3,500,000 bushels.

First vessel unloaded May 18, 1923.

Last vessel unloaded December 5, 1923.

RECEIPTS.

Water 10,018,138 bushels from 162 steamers and 11 barges.

Rail 17,129,617 " from 11,850 cars.

Total 27,147,755 "

Canadian grain.....	20,871,274 bushels
American grain.....	6,276,481 "

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RECORD OF RECEIPTS AND DELIVERIES OF THE HARBOUR COMMISSIONERS' GRAIN ELEVATOR SYSTEM FOR 1923—*Concluded*

DELIVERIES	
Conveyer.....	26,014,079 bushels
Cars.....	1,320,641 "
Teams.....	44,209 "
Bags.....	5,041 "
Total.....	27,383,970 "

SUMMARY OF GRAIN HANDLING ELEVATORS 1, 2, AND B, 1923

RECEIPTS	
Water 74,631,578 bushels from 1,052 steamers and 95 barges.	
Rail 45,476,412 " from 27,631 cars—16,649 C.N., 10,982 C.P.	
Total 120,107,990 "	
Canadian grain.....	86,403,459 bushels
American grain.....	33,704,531 "
DELIVERIES	
Conveyer.....	112,753,836 bushels
Cars.....	4,278,850 "
Teams.....	1,618,703 "
Bags.....	1,288,741 "
Total.....	119,940,130 "
Stock in Elevators at end of season.....	3,516,577 bushels
Transferred by floating elevators.....	20,000 "

HARBOUR RAILWAY TERMINALS

For the greater part of the season of navigation electric motive power was used on the terminals as a complement to the steam power, in the services on which electric locomotives were employed satisfactory results were obtained.

No new track work of importance was undertaken during the year.

A new eastern connection between the harbour tracks and those on Commissioners' street was laid down and found useful in facilitating switching operations.

An extensive re-arrangement of tracks consequent upon construction of Elevator No. 3 made for more difficult and expensive operations of traffic on that part of the terminals.

Total number of cars handled by the Commissioners during 1923 amounted to 216,382, as against 200,593 in 1922.

The total mileage of harbour railway tracks in 1923 was 60.64, as against 58.77 in 1922, or 320,200 lineal feet for 1923, as against 310,349 lineal feet in 1922, an increase of 9,851 lineal feet.

POLICE DEPARTMENT

During the summer season the harbour police force consisting of one chief, three captains, and forty-seven constables, regulated traffic on the wharves, maintained order, and protected life and property within the harbour limits.

During the winter season the force consisted of four officers, twenty constables, and one fireman.

During the season 121 passenger ships docked, carrying 31,285 passengers from European ports, and the same number sailed with 32,327 passengers. At the Canada Steamship Lines wharf, Victoria pier, passengers in lake and river

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steamers numbered 65,969, and the local passenger traffic from Victoria pier amounted to 27,856 passengers, making a grand total of 157,437 passengers arriving at and departing from the port during the season.

The harbour police saved nine persons from drowning during the season.

During the year 112 arrests were made on the wharves.

Carters to the number of 17,527 were checked and regulated by the traffic constables.

Taxicabs and cabs to the number of 18,857 were regulated coming and going during the season.

No accidents occurred during the season within the harbour limits.

SHIPPING—PORT OF MONTREAL

STATEMENT showing the Nationalities and Tonnage of sea-going vessels that arrived in port during season of 1923, which were navigated by 66,929 seamen

Nationality	No. of Vessels	Tonnage
British.....	836	2,979,660
Norwegian.....	77	178,716
American.....	57	131,157
Italian.....	30	100,105
Danish.....	27	50,266
Dutch.....	22	61,114
French.....	16	41,490
Danzig.....	14	72,368
Japanese.....	10	36,831
Greek.....	6	20,170
Swedish.....	6	11,797
Spanish.....	5	18,398
Jugo-Slavia.....	4	10,766
Belgian.....	2	6,234
German.....	2	4,238
Finnish.....	1	2,782
Latvian.....	1	1,448
Cuban.....	1	1,200
	1,117	3,728,740

TRADE OF THE PORT

Although Montreal is primarily a grain port, and as already pointed out there was a decline in the amount of grain exported as compared with the amount in 1922, its general trade is also very considerable, and there was a marked increase over 1922 in the incoming and outgoing tonnage of a number of commodities. Some of the chief commodity increases of 1923 over 1922 were:—

Agricultural implements.....	3,830 tons
Automobiles.....	22,307 "
Firebricks.....	6,164 "
Cheese.....	28,488 "
Dry goods.....	5,022 "
Flaxseed.....	17,884 "
Flour.....	17,551 "
Iron and steel bars.....	15,716 "
Lard.....	5,989 "
Liquors.....	5,429 "
Machinery.....	5,581 "
Meats, cured.....	4,803 "
Milk in tins.....	4,288 "
Oil in bulk.....	107,041 "
Sand.....	28,437 "
Steel billets.....	6,615 "
Live stock.....	7,775 head

QUEBEC HARBOUR COMMISSION

CHIEF ENGINEER'S REPORT

Dredging.—Commissioners dredge No. 2 worked in the estuary of the St. Charles river from May 16 to Nov. 22, 1923, to provide a turning basin for vessels west of pier No. 1, to a minimum depth of 35 feet of low water. This basin has a diameter of 1,300 feet and will be completed next year. Total amount of material removed was 582,840 cubic yards.

Breakwater Facing.—The work of repairing the breakwater on the river side started in 1922, is now completed, and the entire length of 880 feet is now in good condition.

Grain Elevator Alterations.—Alterations tending to increased efficiency were made to the marine tower. Minor alterations were made to elevator No. 2. The telephone system in the grain galleries was completely overhauled.

Cattle Depot.—To accommodate the cattle trade the north end of shed No. 27 was divided into cattle pens, hay racks, water troughs, gangways, and a weighing scale were provided. There is present accommodation for 800 head, and the balance of the shed is available should the trade warrant its use.

Berth No. 28.—Improvements begun in 1922 have been completed. Minor improvements have been made to the electric lighting system, and a concrete driving platform 18 feet wide laid along the eastern face of the Concourse.

Cold Storage Warehouse.—A cold storage plant is being built at the corner of Dalhousie and St. James streets. The plant will consist of a warehouse, 106 feet by 127 feet, 5 stories high; a fish storage house 40 feet by 60 feet, 2 stories high, and a two-storey power plant 40 feet by 60 feet.

The warehouse is of reinforced concrete with brick exterior curtain walls, the floors are of reinforced concrete.

Contents of building are:—

	General storage	Cold storage
Ground floor (receiving rooms, offices and elevator)...	101,000 cu. ft.	21,000 cu. ft.
Second floor.....	57,000 "	57,000 "
Third floor.....	57,000 "	57,000 "
Fourth floor.....	57,000 "	57,000 "
Fifth floor.....	57,000 "	57,000 "
	<hr/> 329,000 "	<hr/> 249,000 "

The building will be fitted with air cleaning machine, and air ducts to each of the cool rooms; each of the cool rooms will have an electric humidifier, and electric heater to offset any undue drop in winter temperature. The building will have 2 electric elevators capable of lifting 2 tons each at speed of 85 feet a minute.

Fish House.—Is 200 feet east of the main warehouse, is placed on piles driven in to the rock and capped with 3 feet of concrete. The upper story and roof are carried on steel beams. The floors are of reinforced concrete.

Contents are:

Lower floor—Receiving and shipping room.....	10,620 cu. ft.
“ Cool room.....	9,360 "
Upper floor cool room.....	17,280 "
	<hr/> 37,260

The cool rooms will store approximately 850,000 pounds of fish.

An air cleaning and preparing machine similar to the one for the warehouse will be installed.

Power Plant.—Forty feet east of warehouse, will be built on piles driven into the dock, and capped with 3 feet of concrete. On the lower floor will be the store room, heating apparatus, etc. On the main floor will be the machinery for refrigeration. The walls and floors of the building will be of concrete. It is expected that the plant will be in operation by September 1, 1924.

Indian Cove.—The work of rebuilding the wharf here is being continued, 250 feet of the wharf is completed and about the same amount remains to be done.

General Improvements—

Refacing embankment cribwork of the inner basin for a length of about 1,200 feet.

Renewing the planking of wharf at berth No. 20 and paving the area east of shed with concrete.

Renewing the facing of Pointe-a-Carey wharf and paving surface at south end of shed No. 21.

Building six large fenders for St. Charles river berths.

Paving with concrete area south of police station on cross-wall.

Re-laying about 2,000 feet of Commissioners rails with 80-pound rails.

The Commissioners property and plant have been maintained in good working condition.

The Cross-Wall bridge was operated for the first time the past season on April 9, and for the last time on December 24.

The water was retained in the wet dock for the first time the past season on May 2, and for the last time on December 5.

HARBOUR MASTER'S REPORT

The season of navigation on the lower St. Lawrence opened on April 10, when the *Labrador* of the Clarke Steamship Company left for the north shore and intermediate points with passengers and cargo.

On April 17 the ss. *North Shore* was the first arrival from the lower St. Lawrence.

On May 5, ss. *Gaspesian* of the Clarke Steamship Company arrived from Montreal, the first arrival of the season from that port.

On May 6, the first transatlantic liner, the *Montrose* arrived from Liverpool.

On December 20, the coasting steamers went into winter quarters in the inner and outer Louise basins, but owing to exceptionally mild weather even on the 22nd of December, the river and gulf of St. Lawrence was entirely free from ice, from the Great Lakes to the sea.

WHARFINGER'S REPORT

PORT OF QUEBEC SUMMARY OF GROSS TONNAGE, AND NUMBER OF VESSELS ARRIVED DURING 1923

	Vessels	Tonnage
Coasting vessels inward from sea.....	145	168,991
Coasting vessels from Montreal and Great Lakes.....	122	192,589
Ocean steamers inward from sea.....	255	2,526,966
Ocean steamers outward for sea via Montreal and Quebec.....	98	879,663
Total.....	620	3,768,214

PORT OF QUEBEC (LEVIS) SUMMARY OF NET TONNAGE AND NUMBER OF VESSELS ARRIVED DURING 1923

Vessels—90 Tonnage—123,861

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The traffic in connection with the St. Charles river docks and wharves was:—

LOWER PORT STEAMERS

Inwards—87 vessels.....	23,440 tons reg.
2,527 tons general cargo.....	
Outwards—88.....	23,038 “
7,685 tons general cargo.....	

QUEBEC—MONTREAL

Inwards—56 vessels.....	14,651 tons reg.
18,391 tons general cargo.....	
260 “ hay.....	
Outwards—43 vessels.....	11,488 tons reg.
2,046 tons general cargo.....	

The docks were occupied during the winter months by 138 vessels of various tonnages.

TRAFFIC MANAGER'S REPORT

Loaded cars received.....	5,501	
Loaded cars forwarded.....	9,491	
		14,992
Empty cars received.....	8,672	
Empty cars forwarded.....	4,568	
		13,240
Total number of cars handled.....		28,232
Loaded passenger, mail and baggage cars handled.....		2,796
Total number of coal cars handled.....		5,485

GRAIN ELEVATOR No. 2

Grain Received—

In store at end of season, 1922.....		281,035 bush.
Wheat.....	3,180,936 bush.	
Corn.....	330,883 “	
Oats.....	1,610,476 “	
Rye.....	545,257 “	
Barley.....	11,725 “	
Barley.....	11,725 “	5,679,277 bush.
Total.....		5,960,312 “

Grain Delivered—

By conveyors.....	3,733,937 bush.	
By cars.....	242,004 “	
By bags.....	1,642,738 “	5,618,679 bush.
In store Dec. 31, 1923.....		341,633 “

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From the total of grain delivered 1,884,742 bushels were local deliveries, of which amount 277,950 bushels were recleaned.

IMPORTS AND EXPORTS (OCEAN AND COASTING VESSELS)

IMPORTS		
	1922	1923
General cargo.....	127,322 tons	127,958 tons
Coal.....	262,188 "	345,975 "
Fuel oil.....	38,623 "	41,651 "
Cattle.....	282 head	117 head

EXPORTS		
	1922	1923
Grain (overseas).....	1,949,635 bush.	3,733,937 bush.
General cargo.....	42,699 tons	42,573 tons
Lumber and timber.....	23,535,034 ft. B.M.	16,578,837 ft. B.M.
Cattle (No exports owing to embargo).....		5,046 head

REVENUE AND EXPENDITURE

The operating revenue in 1923 amounted to.....	\$ 407,116 31
The operating expenditure in 1923 amounted to.....	379,826 37
Leaving a surplus of revenue over expenditure for 1923 of.....	27,289 94

GENERAL

During the season arrangements were made whereby the ss. *Carmania* and the ss. *Caronia* of the Cunard line, 20,000 ton steamers, and possibly some other vessels of the fleet, will make Quebec their terminal port in future.

Arrangements were made for the shipment of cattle from Quebec after a visit to the port by western cattle shippers, and during last season 5,045 head of cattle were shipped from the port.

MEMORIAL TO ABRAHAM MARTIN

On May 12, 1923, the unveiling took place of a monument erected on the Louise docks by the Canadian Pacific Company to Abraham Martin, the first "King's Pilot" on the St. Lawrence river and also the first settler in Canada. This ceremony was attended by a large number of prominent men, including representatives of the clergy, Provincial Cabinet Ministers, representatives of the Canadian Pacific Company, and the Quebec Harbour commissioners.

The unveiling was made by Mr. F. L. Wanklyn, General Executive Assistant of the C.P.R.

The plains of Abraham, now the National Battlefields park, were named after Abraham Martin, who had his farm on this historic ground.

DISTINGUISHED VISITORS

On May 26, 1923, a party of about 50 members of the Dominion House of Commons, members of the Associated Press, Hon. J. E. Caron, Minister of Agriculture for the province of Quebec, His Worship Mayor Samson, Senators Jules Tessier and D. O. Lespérance, Mr. H. P. Kennedy, cattle exporter, Mr. Rice Jones, General Manager of the United Grain Growers, and Mr. J. L. Juhlin, Managing Director of the Edmonton stockyards, paid a visit of inspection to the harbour, and were entertained by the commissioners.

On September 12, 1923, His Royal Highness, the Prince of Wales, landed at Quebec on his way to Alberta, and sailed from Quebec on the *Empress of France* on October 13, 1923.

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On October 23, 1923, the members of the Royal Grain Commission visited Quebec, and received the views of the Québec Harbour Commissioners, relative to the transportation of the western grain crops, and shipping of grain from Canadian ports.

CONVENTION OF PORT AUTHORITIES

Brigadier-General T. L. Tremblay, Commissioner and Chief Engineer, and the Secretary-Treasurer attended the sittings of the twelfth annual convention of the American Association of Port Authorities, held in New Orleans, La., on December 10, 11, and 12, 1923.

Brigadier-General Tremblay had the honour of being elected one of the Vice-Presidents of the Association.

The next annual meeting of the Association will be held in Los Angeles, Cal., in the Fall of 1924.

NEW WESTMINSTER HARBOUR COMMISSION

The Commissioners report that in the near future, it is expected a share of the large volume of grain now flowing westward to Vancouver, will be diverted to this port, as its advantages have been demonstrated to Western Provinces and Old Country shippers.

In co-operation with the department of Public Works, plans have been taken up for the deepening and improving the main channel of the river, in order to cope with the steady increase of deep-sea shipping, using the port.

REVENUE ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1923

RECEIPTS		
1923		
Jan. 1	Balance in Bank of Toronto.....	286 73
Dec. 1	Rental of water lots under lease.....	1,497 86
Dec. 31	Harbour Dues.....	1,180 15
		<hr/>
		2,964 74
EXPENDITURES		
<i>General expense—</i>		
	Telegrams.....	4 28
	Office supplies and printing.....	154 55
	Postage and revenue stamps.....	13 50
	Office rent.....	30 00
	Alterations to office.....	16 02
	Membership fees Pacific coast Port Authorities.....	20 00
	Brass sign for office.....	10 95
	Legal services (from Oct. 19, 1921 to July 19, 1923.....	255 77
	Commission on outside collections of harbour dues.....	45 75
	Travelling and other expenses of Commissioners.....	84 00
	Secretary's salary.....	835 00
		<hr/>
		1,469 82
<i>Poplar island (Expense a/c)—</i>		
	Annual rental under lease from Department of Indian Affairs.....	271 00
	Repairs and renewals.....	19 35
	Fire protection fee.....	8 00
	Traffic sign on bridge.....	5 00
	Insurance premium.....	38 55
	Sign advertising Industrial Sites.....	119 00
		<hr/>
		460 90
<i>Capital Account—</i>		
	Office furniture.....	109 25
	Maps and plans.....	2 40
	Principal sum under agreement N. W. Construction and Eng. Co.....	250 00
		<hr/>
		361 65
		<hr/>
		2,292 37
	Balance in Bank of Toronto, Dec. 31, 1923.....	<hr/>
		672 37

VANCOUVER HARBOUR COMMISSION

PERSONNEL

The Harbour Commission at present consists of: Guy H. Kirkpatrick, Esq., President, and R. E. Beattie and S. L. Prenter, Commissioners.

The Chief officials of the corporation are: Secretary, W. D. Harvie; Chief Engineer, W. G. Swan, Comptroller, Charles Reid; Harbour Master, A. H. Reed; Chief Accountant, P. M. Ferris; Supt. of Signals and Police, C. O. Julian; Supt. of Piers and Traffic, F. J. Russell; Supt. of Elevators, Colin McLean.

PROGRESS OF PORT

The increase of grain shipments from the port in recent years is shown by the following figures:—

1921.....	1,251,017	bushels
1922.....	14,463,833	"
1923.....	24,663,071	"

About four-fifths of the 1923 shipments went to the United Kingdom, and the Continent, and the balance to the Orient.

Foreign coastwise exports of general cargo in 1923 show a 30 per cent increase over those for 1922, and the export of logs and lumber, an increase of 50 per cent.

Deep sea exports of general cargo in 1923 show an increase of 339,128 tons over those for 1922, or about 45 per cent, while logs and lumber show an increase of 144,218,720 feet B.M. or about 90 per cent; salt and smoked fish to the amount of 24,370 tons were shipped to China and Japan in 1923, an increase of 10,596 tons over the figures for 1922. In 1923, of lead and zinc 44,920 tons were exported chiefly to the United Kingdom, Japan and China.

The increase in the value of the total imports and exports of 1923, over that of 1922 was \$47,490,292.

During 1923, 845 deep sea ships entered the port as against 717 in 1922, and 19,608 vessels of all classes, 2,959 more than in 1922.

The total gross tonnage in 1923 was 13,436,989 tons, as against 12,214,329 tons in 1922, an increase of 1,222,660 tons.

On October 26, 1923, there were in port 33 deep sea ships all in commission, and as many as 47 deep sea ships have been in the harbour on the same day, whether actually in commission or being fitted to take grain.

BALLANTYNE PIER

Ballantyne pier the construction of which has been going on since 1921, was formally opened for business on the 8th of October, 1923, in the presence of the Hon. Ernest Lapointe, Minister of Marine and Fisheries, the Deputy Minister, Mr. Alexander Johnston, and a large and representative number of all classes of the Community.

The contractors for the work were the Northern Construction Co., Ltd., and J. W. Stewart. The designs and plans were prepared by Mr. A. D. Swan, Consulting Engineer, who also supervised the construction work.

The pier situated between the Great Northern pier and the Hastings saw mill, is 1,200 feet long and 341 feet wide, and has four two-storey reinforced concrete sheds, three being 500 feet by 110 feet, and the fourth 400 feet by 110 feet; the total floor shed area is 395,500 square feet.

Freight elevators and escalators are used for the movement of goods between the upper and lower storeys of the sheds.

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In addition to other minor equipment, such as tractors and trailers and electric capstans for hauling cars into place, the pier is provided with thirteen electrically-operated cranes, including six of the jib-boom type and seven straight line combination cranes specially designed to handle grain in the most expeditious manner, and equally efficient as cargo cranes when not in use for grain.

An attractive feature of this pier is the fact that being of fireproof construction throughout, and with a most up-to-date automatic water sprinkler system installed in all the sheds, insurance rates are reduced to a minimum.

In addition to the pier proper, a shore quay was constructed on the east side, the construction being similar to that of the pier, and the basin in front of this quay wall was dredged to a minimum of 35 feet at low tide.

GRAIN ELEVATORS

No. 1 Elevator.—This elevator has been thoroughly overhauled, and a reinforced concrete annex added to it, completed on November 19, 1923, which increases its storage capacity from 1,250,000 bushels to 2,100,000 bushels.

This annex providing additional storage of 850,000 bushels, with shipping house, and 3 shipping legs and auxiliary increased grain shipping capacity at Lapointe pier (old government wharf) by 33 per cent.

No. 2 Elevator.—This elevator to be completed in the late summer of 1924 by the Northern Construction Co., Ltd., adjoins Ballantyne pier it is of reinforced concrete, capacity 1,500,000 bushels, a three-leg receiving house, and a six-leg shipping house, with conveyor galleries at Ballantyne pier, and a car unloading shed. Has a maximum shipping capacity of 90,000 bushels per hour.

Splendid lighting and ventilating arrangements, and a dust collecting system functioning wherever grain is moved, which will reduce to a minimum danger from explosion. The completion of this unit will bring the total storage capacity of the Commissioners' elevator up to 3,250,000 bushels. Besides the Commissioners' elevator, an elevator with a capacity of 550,000 bushels is under construction, to be operated by the British Oriental Elevator Co., and another with a capacity of 2,250,000 bushels now under construction will be operated by the Vancouver Terminal Grain Co., Ltd.

For the 1924 crop season the port will have an elevator capacity of 6,000,000 bushels.

INCREASED BERTHING FOR GRAIN VESSELS

Plans have been prepared for the construction of a loading jetty, 950 feet in length, 300 feet east of Lapointe pier.

It will consist of 50 feet by 56 feet timber cribs, protected by a 24-inch concrete curtain wall, and on this foundation will be built a four-belt grain conveyor capable of diverting all four streams to either side of the jetty. This work will be completed in time to handle the 1924 crop.

Jetty No. 2 for which plans are completed, will be operated in conjunction with No. 2 elevator at Ballantyne pier, and will be situated between the Great Northern pier and the B.C. Sugar Refinery wharf. It will consist of concrete cylinder clusters to support the conveyor towers, and will be protected from damage by berthing vessels by a series of dolphins. It will provide two additional loading berths for bulk grain and will operate in a similar manner to No. 1 jetty.

In addition to these, a number of mooring buoys to be added to as required, are being provided by the Commissioners.

TERMINAL RAILWAY

The section for Ballantyne pier to Lapointe pier was completed in October, and running rights on the Great Northern Railway Co's. tracks from False creek to Burrard inlet, obtained.

A number of spurs have been built to serve industries on the main water front and on Granville island industrial area, and the commissioners now have approximately 12 miles of tracks under operation.

GRANVILLE ISLAND

The plank roads are being replaced by permanent pavements of which about 10,000 square yards have already been laid, and portions of the water system renewed.

MINOR WORKS

Range lights were established at the entrance to False creek after a detailed survey of the entrance waters.

All piers, transit sheds, roadways, trackage, floats, etc., were maintained in good order, and certain underwater repairs were made at Lapointe pier.

A number of plans, and estimates were made for future development schemes.

HARBOUR POLICE

This force consists of a Superintendent, two sergeants, and eleven constables; they police the water front, enforce the by-laws, and perform special duties in connection with Lapointe and Ballantyne piers, the grain elevators, and the terminal railway.

PROSPECT POINT SIGNAL STATION

This service has been of value to the shipping interests, keeping an accurate daily record of the movements of all commercial vessels.

During the period of records from March 1, 1923, when the station was in full working order, the average monthly number of vessels passing Prospect point was 2,028 inward, and 2,080 outward.

BYLAWS AND TARIFFS

A number of the Commissioners' by-laws were amended, and several new by-laws passed.

Tariffs were prepared governing wharfage, storage, and other rates at Commissioners' piers, grain elevator rates, and terminal railway rates. The Tariff of Cargo Rates was revised.

REVENUE AND EXPENDITURE FOR YEAR ENDED DECEMBER 31, 1923

Operating revenue.....	\$725,880 30
Operating expenditures.....	362,868 91
Surplus for year ended December 31, 1923.....	\$ 363,011 39

RECORD OF SHIPPING FOR YEAR ENDED DECEMBER 31, 1923.

COASTWISE

No. of vessels (local coastwise trading in B.C. waters)	Total gross tonnage	Total net tonnage
18,336.....	8,815,095	5,538,261
No. of vessels (foreign coastwise trading to Pacific coast U.S.A. ports)		
699.....	803,489	508,336

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RECORD OF SHIPPING FOR YEAR ENDED DECEMBER 31, 1923—*Concluded*

OCEAN GOING		Total gross tonnage	Total net tonnage
No. of vessels			
845.....		4,493,986	2,804,883

TOTAL SHIPPING OF ALL CLASSES

		Total gross tonnage	Total net tonnage
No. of vessels			
19,608.....		13,436,989	8,427,282
Increase over 1922—			
2,959.....		1,222,660	792,259

PASSENGER TRAFFIC, YEAR ENDED DECEMBER 21, 1923

	Passengers Landed	Passengers Shipped
	421,147	431,739
Increase over 1922.....	55,935	55,269

BELLEVILLE HARBOUR COMMISSION

1923—

January 1—To balance in Bank.....	\$ 961 29
Harbour dues received 1923.....	4,205 30
	<u>\$ 5,166 59</u>

Disbursements—

Harbour Master's salary.....	\$ 900 00
Secretary Treasurer's salary.....	50 00
Hydro Electric.....	176 51
Painting warehouse roof.....	75 40
Howe & Co. Account.....	9 45
Wolke Hardware.....	58 99
Printing for tenders.....	12 60
Repairs on dock.....	6 83
Painting warehouse.....	275 00
Floors for dock.....	35 61
Repairing revetment wall.....	365 00
Treasurer, Province of Ontario.....	10 00
Secretary Treasurer.....	50 00
Balance in Bank.....	3,141 20
	<u>\$ 5,166 59</u>

PORT WARDENS' REPORTS FOR THE YEAR ENDED DECEMBER 31, 1923

Reports were received from 12 port wardens; 7 from Nova Scotia port wardens, 2 from Quebec port wardens, and 3 from British Columbia.

The total amount of fees collected at the port of Montreal amounted to \$16,258.22; at the port of Vancouver to \$13,104; at the port of Halifax to \$3,635; at the port of Quebec to \$2,111; and at the port of Sydney, C.B., to \$1,188.

PORT OF MONTREAL

April 29.—Government steamer *Lady Grey* arrived in port 5.40 p.m. reported channel clear between Montreal and Quebec. This was sixteen days later than last year.

May 2.—Navigation opened by the arrival of ss. *Gaspesia* from Quebec, having wintered there. This opening is fifteen days later than last year. This vessel cleared again on the 4th of May.

May 3.—SS. *Bolingbroke* was first arrival from overseas, which is nine days later than last year, this owing to ocean vessels encountering heavy field ice in lower gulf. The field ice being so packed that most of the first liner

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sailings to Montreal were diverted to Halifax with their passengers and mail. The majority of vessels arriving up to the 20th of May reporting slight ice damage.

May 7.—The first departure overseas was the ss. *Cairnvalona*, which left for Newcastle and Leith with general cargo. Three days later than last year.

December 2.—Last departure overseas with grain and general cargo from this port was the ss. *Canadian Ranger*. Same date as last year.

December 6.—Final departure. The ss. *Gaspesia* with cargo, via Quebec for lower ports. One day later than last year.

VESSELS REPORTED

At the Montreal office during the season, 798 overseas vessels reported, aggregate tonnage 3,096,237 tons. This was a decrease of 130 vessels and 285,212 tons as compared with last season.

For the lower ports 263 vessels cleared, aggregate tonnage 539,736 tons; an increase of 33 vessels and 69,098 tons as compared with last season.

EXPORTS AND IMPORTS

Shipments of minerals, cement, etc., from Montreal show a slight decrease to last year's shipments, viz: 8,500 tons, and imports of coal cargoes from the United Kingdom showed a marked decrease.

CASUALTIES BETWEEN MONTREAL AND QUEBEC

June 1.—SS. *Mapledawn* collided with and sank coal barge *Brookfield* in harbour. Slight damage to *Mapledawn*.

June 2.—SS. *Mapledawn* grounded at cape St. Michael, refloated and proceeded to Quebec.

June 2.—SS. *Canadian Explorer* grounded Vercheres channel, after lightering part cargo, refloated and returned to Montreal, surveyed, no apparent damage, reloaded and proceeded on voyage.

July 7.—SS. *Krosfond* of Stavanger, reporting having touched bottom or submerged obstruction in vicinity of Contrecoeur channel. Vessel surveyed, no apparent damage.

July 8.—SS. *Lingfield* fouled mooring in vicinity Richelieu rapids, propeller damage, returned to Montreal, discharged part cargo, and dry-docked for repairs.

July 12.—SS. *Hartfield* touched bottom near Canada Cement wharf, surveyed, damage to bottom, but vessel making no water, proceeded to load.

August 3.—SS. *Cairntorr* grounded on West end, Plum island, Vercheres. Lightered part cargo, refloated and returned to Montreal, surveyed, vessel making no water, reloaded and proceeded on voyage.

August 5.—SS. *Turret Cape* aground north side of channel 11 miles below Montreal, refloated, no damage, proceeded.

October 16.—SS. *Lehigh* grounded in Cap. La Roche, refloated, no serious damage.

November 12.—SS. *General Milne* grounded at Cape Charles, refloated and proceeded to Quebec for survey and repairs.

November 25.—SS. *Kamouraska* grounded 14 miles below Montreal, refloated, no serious damage.

Low water in ship channel from middle of season till close of navigation, between Montreal and Quebec, necessitated curtailment of draft of a number of the deep draft vessels, the lowest depth in channel being, on October 21 and 22, twenty-seven feet, eleven inches.

SESSIONAL PAPER No. 28

REPORT OF PACIFIC SALVAGE COMPANY, LIMITED, VICTORIA, B.C.

SALVAGE OPERATIONS FOR THE YEAR ENDING MARCH 31, 1924

April 27, 1923.—SS. *Brush* ashore point Arago, Coos bay, Oregon coast. Recalled as ship breaking up.

May 9 to May 11, 1923.—SS. *Lake Gebhart* ashore Johnson reef, seven miles south Umatilla reef. No operations as ship breaking up.

May 12 to May 13, 1923.—SS. *Matsqui* ashore at D'Arcy island, B.C.

May 16 to July 15, 1923.—SS. *Tuscan Prince* resumed operations salving cargo. Ship on Austin island, entrance Barelay sound, B.C.

July 28 to August 7, 1923.—SS. *Rainier* in collision in straits of Juan de Fuca.

July 29 to August 13, 1923.—SS. *Siberian Prince* ashore on Bentinck island, B.C.

August 31, 1923.—Ship reported in distress off Clo-Oose, B.C. Salvage ship recalled as report erroneous.

October 10 to October 21, 1923.—M.S. *Kennecott* ashore Hunter point, Graham island, B.C. Took off captain and remaining crew. Ship breaking up. No operations.

October 11 to October 12, 1923.—Tug *Czar* ashore Margaret bay, B.C.

October 13 to October 21, 1923.—SS. *Algerine* ashore on Brodie rock. Principle channel, B.C.

December 13, 1923.—Sailing vessel *Vancouver* in tow of tug reported in distress in heavy gale off Race rocks. Dispatched salvage vessel but ship not in need of assistance.

December 13, 1923.—Gasoline launch reported in distress in heavy gale off Pender bay. Responded to call but could not locate launch.

December 27, 1923.—Searched for tug *Tyee* sunk at Pedder bay.

January 14 to January 26, 1924.—C.N.R. barge ashore Watson rock, B.C.

February 8 to February 25, 1924.—SS. *Amur* ashore Whitecliffe island, B.C.

February 27 to March 2, 1924.—SS. *Tatjana* ashore Village island, B.C.

March 25 to March 26, 1924.—SS. *Tatjana* ashore Village island, B.C.

REPORT OF SALVAGE SERVICES RENDERED BY THE QUEBEC
SALVAGE & WRECKING COMPANY, LIMITED, FROM
MARCH 31, 1923, TO MARCH 31, 1924

1923

May 17 to June 4.—Danish steamer *Jan* struck off South point. Prince Edward island. We went to her assistance, refloated her, made temporary repairs to bottom, convoyed her to Montreal where she discharged her cargo and stood by her until June 4 when she was placed in dry dock at Lauzon.

May 25 to June 14.—Canadian Pacific Steamships steamer *Marvale* struck and sunk off cape Pine, Nfld. We went to her assistance in order to secure mail, baggage and valuables. Owing to the conditions and exposed position in which the steamer was sunk, only part of baggage, mail and three safes could be secured in spite of daring work by the divers. Every possible effort was made.

June 3 to 21.—Canadian steamer *Glenburnie* this steamer struck off cape St. George, Nfld., was assisted to St. George harbour to where we sent men and compressors, by use of same, the steamer was able to proceed to Montreal to discharge her cargo and later to dry dock at Lauzon.

Sept. 24.—Canada Steamship Lines steamer *Richelieu* went ashore off Deschambault, Richelieu rapids, went to her assistance but the steamer refloated herself before our arrival.

Oct. 7 to 10.—SS. *Lord Strathcona* towed dredge and four scows from Matane to Quebec.

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Oct. 11 to 18—Danzig tank steamer *Gedania* 14,000 tons stranded off point Tupper, Gut of Canso, went to her assistance, refloated her and convoyed her to Quebec.

Oct. 25.—SS. *Labrador*, Clarke Steamship Co., Ltd., at Seven islands. Her propeller being out of commission due to full length of wire being caught and turned around same, we sent diver with submarine wire rope cutting machine and cleared the propeller which enabled the steamer to proceed on her north shore trip eastward.

The SS. *Lord Strathcona*, schooner *G.T.D.* properly manned with all salvage gear, in good order, has been kept in commission during the season of navigation to proceed to any accidents or mishaps to ships at very short notice.

RETURNS OF SHIPPING MASTERS FOR THE YEAR ENDING DECEMBER 31, 1923

NOTE.—The Collector of Customs acts as shipping master where no shipping master is appointed.

QUEBEC

Name of Ports	Name of County	Name of Shipping Master	Seamen shipped	Seamen discharged	Amount
Chandler.....	Gaspe.....				
Escoumains.....	Saguenay.....	J. B. S. Copping.....	Nil	Nil	Nil
Gaspe.....	Gaspe.....	F. G. Eden.....	17	10	11 50 \$ cts.
Grand Pabos.....	Gaspe.....				
Montreal.....	Hochelaga.....	I. O. Grey.....	10,126	12,071	4,273 90
Magdalen Islands.....	Gaspe.....	C. F. Painchaud.....	Nil	Nil	Nil
Paspebiac.....	Bonaventure.....	E. W. LeGallais.....	Nil	2	0 60
Perce.....	Gaspe.....	Phil. LaBoutellier.....	Nil	Nil	Nil
Quebec.....	Quebec.....	T. Beland.....	1,141	100	697 80
Rimouski.....	Rimouski.....				
St. Johns.....	St. Johns.....				
Three Rivers.....	St. Maurice.....	W. D. Fisher.....	310	151	184 90
			11,594	12,334	5,168 70

NEW BRUNSWICK

Albert.....	Albert.....	H. W. Crocker.....	Nil	Nil	Nil
Alma.....	Albert.....	H. O. Joyce.....			
Baie Verte.....	Westmorland.....				
Bathurst.....	Gloucester.....	C. J. McLanson.....	Nil	Nil	Nil
Chatham.....	Northumberland.....	R. J. Walls.....	22	16	15 80
Dalhousie.....	Restigouche.....	John B. Delaney.....	6	1	3 30
Dorchester.....	Westmorland.....				
Fredericton.....	York.....				
Grand Harbour.....	Charlotte.....				
Harvey.....	Albert.....				
Hillsborough.....	Albert.....				
Lepreau.....	Charlotte.....	J. E. Haggerty.....	Nil	Nil	Nil
Musquash.....	St. John.....				
New Brandon.....	Gloucester.....				
Newcastle.....	Northumberland.....	John Russell.....	5	17	11 00
Riverside.....	Albert.....				
Rockport.....	Westmorland.....				
Sackville.....	Westmorland.....				
St. Andrews.....	Charlotte.....				
St. George.....	Charlotte.....	J. A. Skinner.....	7	6	5 30
St. John.....	St. John.....	W. H. Purdy.....	2,577	1,774	1,297 66
St. Martins (or Quaco).....	St. John.....	R. Allan Love.....	17	6	10 30
St. Stephen.....	Charlotte.....				
Shediac.....	Westmorland.....				
Shippigan.....	Gloucester.....				
			2,634	1,820	1,343 36

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RETURN OF SHIPPING MASTERS—*Continued*

NOVA SCOTIA

Name of Port	Name of County	Name of Shipping Master	Seamen Shipped	Seamen discharged	Amount	
					\$	cts.
Advocate Harbour...	Cumberland	E. C. Moroe	1	Nil	0	50
Amherst	Cumberland					
Annapolis Royal	Annapolis					
Antigonish	Antigonish					
Apple River	Cumberland					
Arieht	Richmond					
Baddeck	Victoria					
Barrington	Shelburne	W. W. Gray	Nil	Nil	Nil	
Barton	Digby					
Bayfield	Antigonish					
Belliveau Cove	Digby					
Bear River	Digby	J. L. Warren	Nil	Nil	Nil	
Bridgewater	Lunenburg	C. N. Corkum	81	49	55	20
Canning	Kings	J. W. Miller	2	Nil	1	00
Canso	Guysborough	J. Rutherford	40	24	27	20
Church Point	Digby					
Clark Harbour	Shelburne					
Clementsport	Annapolis	H. L. Vroom	11	9	7	70
Cheverie	Hants					
Descousse	Richmond					
Digby	Digby	A. E. Cousin	50	28	33	40
Five Islands	Colchester	H. E. Fulmer	10	6	6	80
Glace Bay	Cape Breton					
Great Village	Colchester					
Guysborough	Guysborough					
Hawkesbury	Inverness					
Halifax	Halifax	H. S. Drake	4,490	4,321	1,741	33
Hastings	Inverness					
Hantsport	Hants	W. D. Comstock	13	13	10	40
Havre Bouche	Antigonish					
Isaac Harbour	Guysborough					
Jordan Bay	Shelburne					
Lahave	Lunenburg	Wm. Maschke	153	139	125	85
Liscomb	Guysborough	Wm. Hemlow	15	10	10	50
Liverpool	Queens	W. A. Smith	110	61	73	30
Lockeport	Shelburne	J. R. Ruggles	7	4	4	70
Louisburg	Cape Breton	W. W. Lewis	230	140	157	00
†Lunenburg	Lunenburg	B. C. Knoek	641	177	484	90
*Mahone Bay	Lunenburg	T. F. Mader	25	5	19	06
Mainadieu	Cape Breton					
Maitland	Hants					
Margaretsville	Annapolis					
Margaree	Inverness					
Merigomish	Pictou					
Meteghan	Digby	L. T. Melanson	73	52	52	10
New Campbellton	Victoria					
North East Harbour	Shelburne	G. B. Swaine	Nil	Nil	Nil	
North Sydney	Cape Breton	M. J. Ross	603	541	463	80
Parrsboro	Cumberland	J. S. Henderson	193	102	127	10
Pictou	Pictou	W. E. Jones	69	36	45	30
Port Greville	Cumberland	B. L. Hatfield	69	52	50	10
Port Hawkesbury	Inverness					
Port Hastings	Inverness	Geo. L. McLean	6	Nil	3	00
Port Hood	Inverness					
Port Latour	Shelburne					
Port Lorne	Inverness					
Port Medway	Queens					
Port Morien	Cape Breton					
Port Mulgrave	Guysborough	M. J. Keating	9	12	8	10
Port Wade	Annapolis					
Port Williams	Kings					
Pubnico	Yarmouth					
Pugwash	Cumberland					
River Hebert	Cumberland					
Riverport	Lunenburg	E. Wentzell	33	24	23	70
St. Anns	Victoria	D. M. MacAskill	Nil	Nil	Nil	
St. Peters	Richmond					
Salmon River	Digby	F. P. Deveau	7	10	6	50
Sandy Point	Shelburne	A. S. Goodick (Act.)	16	9	10	70

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RETURN OF SHIPPING MASTERS—*Continued*NOVA SCOTIA—*Concluded*

Name of Port	Name of County	Name of Shipping Master	Seamen Shipped	Seamen discharged	Amount
					\$ cts.
Sheet Harbour.....	Halifax.....				
Shelburne.....	Shelburne.....	A. C. Bruce.....	32	21	22 30
Sherbrooke.....	Guysborough.....				
Spencers Island.....	Cumberland.....	Geo. D. Spicer.....	6	Nil	3 00
Sydney.....	Cape Breton.....	V. Mullins (Act.)....	358	257	246 24
Thorne Cove.....	Annapolis.....				
Truro.....	Colchester.....				
Tatamagouche.....	Colchester.....	J. Rasway.....	Nil	Nil	Nil
Wallace.....	Cumberland.....	A. D. Macfarlane....	Nil	Nil	Nil
Walton.....	Hants.....				
West Arichat.....	Richmond.....				
Weymouth.....	Digby.....				
Windsor.....	Hants.....				
Wolfville.....	Kings.....				
Yarmouth.....	Yarmouth.....	Geo. L. Wetmore....	384	418	332 40
			7,737	6,520	4,153 12

PRINCE EDWARD ISLAND

Alberton.....	Prince.....				
Charlottetown.....	Queens.....	F. Beers.....	46	40	35 00
Crapaud.....	Queens.....	Neil Waddell.....	7	2	2 80
Georgetown.....	Kings.....	T. E. Morrissee.....	Nil	Nil	Nil
Malpeque.....	Prince.....	R. J. Crafer.....			
Murray Harbour.....	Kings.....				
Montague.....	Kings.....				
Pinette.....	Queens.....				
Port Hill.....	Prince.....				
St. Peters.....	Kings.....				
Souris.....	Kings.....				
Summerside.....	Prince.....				
Tignish.....	Prince.....				
			53	42	37 80

BRITISH COLUMBIA

Aboucet.....	Vancouver.....				
Clayoquot.....	Comox-Atlin.....	John Gruce.....	Nil	Nil	Nil
Hesquiat.....	Comox-Atlin.....	Chas. Moser.....	Nil	Nil	Nil
Kyoquot.....	Comox-Atlin.....				
Masset.....	Comox-Atlin.....	James Martin.....	2	4	
New Westminster.....	New Westminster.....				
Prince Rupert.....	Atlin.....	E. McCoskrie.....	573	573	458 40
Tofino.....	Comox-Atlin.....				
Vancouver.....	New Westminster.....	J. B. Campbell.....	6,907	7,251	3,816 00
Victoria.....	Victoria.....	Geo. Kirkendale....	1,907	1,621	1,439 80
			9,389	9,479	5,714 20

†38 vessels, \$3 per vessel. *Shipped two Fishing crews at \$2.50.

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RETURN OF SHIPPING MASTERS—*Concluded*

RECAPITULATION

Province	Seamen Shipped	Seamen discharged	Amount
			\$ cts.
Quebec.....	11,594	12,334	5,168 70
New Brunswick.....	2,634	1,820	1,343 36
Nova Scotia.....	7,737	6,520	4,153 12
Prince Edward Island.....	53	42	37 80
British Columbia.....	9,389	9,479	5,714 20
	31,407	30,195	16,417 18

LIVE STOCK SHIPMENTS

List of live stock shipped to ports in Great Britain, Belgium and South Africa
during the year 1923

QUEBEC

Months	Sheep	Horses	Cattle
July.....		1	389
August.....			1,844
September.....			200
October.....			592
		1	3,025

ST. JOHN

January.....			674
February.....			350
March.....	201		1,594
April.....			1,788
May.....			621
June.....			700
August.....			1,213
December.....		1	555
	201	1	7,525

MONTREAL

May.....	95		5,193
June.....	50		6,464
July.....			3,641
August.....			3,057
September.....			2,500
October.....			3,865
November.....		2	5,096
	145	2	29,816

HYDROGRAPHIC SURVEY

REPORT OF W. J. STEWART, M.E.I.C., CHIEF HYDROGRAPHER

The work of the Survey is carried out by the following branches:—

The Atlantic Coast Survey under Capt. F. Anderson using the steamer *Acadia*.

The Lower St. Lawrence Survey under Mr. Charles Savary, using the steamer *Cartier*.

The Magdalen Islands Survey under Mr. G. A. Bachand using the steamer *Bayfield*.

The Pacific Coast Survey under Mr. H. D. Parizeau, using the steamer *Lilloet* and the tug *Restless*.

Supervision of Automatic Gauges between Quebec and Port Arthur, under Mr. Charles A. Price.

Chart Preparation, Engraving and Printing, in charge of Mr. G. L. Crichton.

The cost of these surveys and divisions was, during the season:—

Atlantic Coast..	\$ 65,823.93
Lower St. Lawrence..	78,359 07
Magdalen Islands..	36,993 70
Pacific Coast..	108,966 32
Automatic Gauges..	18,163 52
Headquarters, miscellaneous..	43,172 69
	<hr/>
	\$351,479 23

The steamer *Acadia* was fitted out at Halifax and after some delay was commissioned on the 12th of June.

An examination was made at the beginning of the season of a new danger on which the ss. *Belvernon* was reported to have struck in the entrance to Shelburne harbour. This proved a mistake, the vessel having grounded in the entrance to Negro harbour on a well-known charted rock.

The season was spent in extending the off-shore sounding at the entrance to the bay of Fundy, but the progress made was slow on account of frequent fogs. The party, however, succeeded in obtaining 2,000 miles of linear soundings covering an area of about 2,000 square miles and accurately defining the 50-fathom and 100-fathom contour lines, which will greatly assist vessels entering the bay in foggy weather.

In the vicinity of Briar island the following new features have been defined: 17 fathoms least water over rock bottom and of small extent known locally as the Young Lureher was located, bearing southwest, distant 6 miles from southwest ledge and joined thereto by less than 30 fathoms of water. From northwest ledge the bank under 30 fathoms was found to extend in a west by south direction for 12 miles having a spot with 16 fathoms two-thirds of the distance and 22 fathoms near the southerly extreme of the bank. From the above ledge the 50-fathom bank extends 25 miles in a general west southwest direction for the outer nine miles of which the bank is quite narrow.

In the neighbourhood of Grand Manan island the bank of the same name was found in much the same position and extent under 50 fathoms as shown on the existing chart, however, 16 fathoms least water was found instead of 24 fathoms.

The two detached spots shown south of the above bank apparently consist of one bank under 50 fathoms extending six miles north and south by half that distance across with a least depth of 28 fathoms about the middle and about three miles to the westward of that shown on the Admiralty chart.

CURRENTS

The currents in the entrance to the bay were found very irregular probably due to the many banks and a great menace to navigation especially during the prevailing fog. Making allowance for stage of tide did not always work out very well and great caution had to be exercised.

Local magnetic disturbance of more or less intensity was found to the southward of Grand Manan island about the islands and reefs but was not apparent outside or to the south of them, also some disturbance was noted in Yarmouth harbour. About one mile south from Three islands the compass indicated from 13° E. to 54° W. within a small area. About Bull rock 5° W. declination was noticed, also three miles northwest by north from Gannet rock 10° W., in fact the whole area inside the outer reef was found affected. The *Acadia* frequently entered Seal cove during fog, but great caution was exercised for the above reason and changeable currents.

MAGNETIC DECLINATION

In Yarmouth harbour the following disturbance was found: 3° W. at cape Fourchu, 2° E. at Johns cove, 4° W. at ship's stern, 6° E. at Fish point, zero at Elder head, all of which refer to the land. Entering the harbour on the *Acadia* after passing Hen and Chickens 3° westerly deviation was noted, which was apparently lost abreast ship's stern for a short space when the compass was noticed to swing 3° or 4° to the eastward. From Bug lighthouse to Battery point 4° W. from thence to the turn in the channel 5° W., thence heading on the NW. corner Baker's wharf 3° E. was noted, and 3° W. off the town wharves.

TRIANGULATION

The side Grand Manan station on the north end of Grand Manan island and Little river station on Digby neck, of the Canadian Geodetic Survey, a distance of about 35 miles, being taken as a base, the triangulation was extended to the southward and eastward of Gull island lighthouse, off Lockeport, including cape Sable, a total distance of 140 miles. For the above it was necessary to build sixteen main stations and observe thirty-five, including lighthouses. Owing to the comparatively long sights necessary much delay was caused by the usual prevailing weather in July and August in the bay of Fundy.

The land being comparatively low and wooded without any prominent hills offering between cape St. Mary and Yarmouth three ship stations were resorted to, giving good results. The distances carried down the shore to the side of Green island to Markland, a distance of seven miles off the Yarmouth harbour base, checked up to within three feet. From Yarmouth onward shore points were available. Rounding cape Sable to the northwest wireless station tower at Barrington was used, deducing all angles to facilitate operations. The weather being such as did not admit of delay in building stations, however, the distance when checked up on the $6\frac{1}{2}$ -mile side Baccaro light to Negro light agreed almost exactly with that obtained from a measured base in the entrance to Negro harbour.

WEATHER

During the past summer the weather conditions on the whole, though moderate, were quite unsuitable for surveying and not until the month of November was any period of fine clear atmosphere experienced.

July and August, the months of most frequent fog, were fairly free from that drawback; however, for the most part hazy weather prevailed, making low visibility.

September and October, when one would expect it fairly clear, fog and rain were the order of the day and for 75 per cent of the time. Not until the month of November was any period of fine weather available which enabled the completion of the sounding and triangulation.

RADIO

For experimental purposes a radio compass was installed on the *Acadia* about the end of June. The aerial consisted of two wire triangles installed on the after part of the ship; one triangle in the fore and aft line and the other athwartship, the apices being interlocked and insulated and aerial connected with an instrument in the wireless room. After being adjusted, the set was calibrated at every opportunity, the results of which showed that bearings taken carefully in moderate weather when fair compass bearings could be obtained, compared very favourably with those from the shore Direction Finding station or within an error of 2 degrees. However, the results were not such as would recommend it for survey purposes. Still in the district in which the *Acadia* was operating wireless stations were not located conveniently enough to give the apparatus a fair trial, being too far distant. Even the Lurcher lightship was laid up for repairs when it might have been most useful.

The aerial of the Direction Finding station being erected at the entrance to Yarmouth harbour was staked out and calibrated, the site just south of Kelly cove being found fairly satisfactory for that purpose.

After closing the survey for the season a trip was made to St. Paul island, Cabot strait, and the Direction Finding station located there calibrated on Thursday, November 22. Although the weather proved poor, due to fog and haze, still the above was carried out satisfactorily. Owing to the lateness of the season it was not considered advisable to await a more favourable opportunity. The *Acadia* arrived at Halifax on Monday evening, November 26, having been delayed by boiler trouble and heavy weather.

On the following morning in accordance with instructions the laying up of the ship was proceeded with and the Survey staff returned to Ottawa.

During the past season the Survey staff consisted of the following: Mr. J. U. Beauchemin, Assistant Hydrographer, and Mr. R. W. Bent, Junior Hydrographer, both of whom deserve credit for their close attention to duty and general efficiency, and W. A. Thorne, Instrument Man, who left on September 15 to continue his college course, being replaced on the same day by another instrument man, Mr. H. P. Williams, who after finishing the season has been transferred to the Automatic Gauge staff of this branch of the Marine Department.

The result of the season's operations is a much needed chart of the entrance to the bay of Fundy on a scale of $2\frac{1}{2}$ miles to one inch, including cape Sable and Yarmouth radio station, the latter being a Direction Finding station. The chart will extend to the northward past the entrance well into the bay of Fundy including the southwest point of Grand Manan island to the westward.

LOWER ST. LAWRENCE SURVEY

After some delay in fitting-out this steamer, the C.G.S. *Cartier*, commissioned on May 21, and with sweeping apparatus borrowed from the St. Lawrence ship channel proceeded to the Saguenay to examine the dredged channel between St. Fulgence and Chicoutimi. The survey developed that the channel whilst generally clear at 16 feet L.W.O.S., had numerous spots with only 11 feet or 12 feet over them.

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This work was completed on June 7, and the steamer returned to Quebec with the scow, but later on developed trouble with the starboard tail-shaft, compelling a return to Quebec and the party again set out for their season's work on June 17.

Between June 19, and August 5, the work was carried on off-shore between cap Rosier and point Peter and from the southwest point to west point of Anticosti island.

Between August 6 and 18, an investigation was made of the lower part of Bersimis river between the mouth and a point six miles up, for the benefit of a new industry being established there.

Between August 20 and October 27, work was resumed off the Gaspé coast.

Stations were occupied for triangulation and sounding along fifty miles of the coast, 13,000 linear miles of sounding were done from the ship, 460 linear miles from the boats and 30 linear miles of coast-lining accomplished.

As a result of the last two seasons' work the new chart of the area between southwest point of Anticosti island and cap Madalene has been placed in the hands of the engravers and a general chart on a much smaller scale has been drafted to cover the area between the west point of Anticosti and Bic islands.

The staff of this survey was greatly reduced during the season owing to the illness of Messrs. Ghysens and Foreman; Junior Hydrographers Bowes and MacKinnon continued as assistants.

The *Cartier* returned to Quebec at the end of October and was placed in dry-dock for renewal of her decks.

MAGDALEN ISLANDS

After many delays in outfitting at Halifax the steamer *Bayfield* was commissioned on July 18, for work at the Magdalen islands. She arrived at her station on July 21, and continued there until October 7, when the weather proved too stormy to further risk the safety of this small vessel. As is well known these islands afford very poor shelter to vessels compelled to operate in their neighbourhood: the anchorages are very small and very shallow: it is usually necessary to cross the bars before the sea makes, and when inside, the shelter from the wind is of the poorest. Two exceptionally heavy storms were experienced and it is only by the greatest of good fortune that very serious accidents were averted.

During the summer stations were built over 60 miles of coast, 100 linear miles of sounding from the ship were obtained and 400 miles of boat sounding, together with 50 linear miles of coast-lining accomplished.

The party left the Magdalen islands on October 7, and proceeded to the Restigouche river to examine and re-mark the channel between Dalhousie and Campbellton.

During the five and one-half weeks over which operations were carried on here, 17 miles of river were triangulated, 60 nautical miles were sounded in an area of eight square miles and five miles of coast-lining done.

The *Bayfield* left the Restigouche on November 14, and laid up at Charlottetown for the winter.

As a result of the season's work a sheet of the Magdalen islands is under way and information has to be obtained that will permit of a proper marking of the Restigouche between Dalhousie and Campbellton.

The staff of this survey consisted of Mr. Bachand in charge, assisted by Messrs. Wilson and Smith.

PACIFIC COAST SURVEY

As usual for work on this coast the steamer *Lillooet* with the small tug *Restless* were placed in commission and the houseboat *Somass* was used instead of placing a party in camp, this being found more efficient and comfortable.

Mr. Parizeau took command of the *Lillooet* and had for assistants on the boat Messrs. Parker and Willis. Commander Knight took charge of the *Restless* and had for assistant Mr. L. R. Davies. The party was augmented by the despatch of Mr. H. L. Leadman from the east coast to take charge of the *Somass* with Mr. J. B. T. Lewis as his assistant.

After various unnecessary delays the *Lillooet* got under way on April 11, the *Restless* on April 17, and the *Somass* on April 21.

The first work undertaken was the completion of the surveys of the entrances to Victoria and Esquimalt by sounding out the bay between Race rocks and Seabird point. This work occupied most of the party until June 5, but during that period the *Lillooet* was despatched to Vancouver to assist the Department of Public Works in the sweeping of First narrows and later to examine some reported rocks in Esperanza inlet.

She succeeded in finding these and reports have been made concerning them.

On June 6, the whole party left Victoria for Genoa bay and made a survey of that water.

On June 9, after calling at Ladysmith the party moved to Okisollo channel and Surge narrows and completed a survey of that water by July 11. This new survey should prove of great value to vessels trading up and down the coast as it is perfectly feasible for navigation purposes.

The *Lillooet* reached Borrowman bay on July 16, and resumed the survey of the approaches to Caamano sound being assisted by the party on the *Somass*. Operations were carried on in this neighbourhood until October 1.

During the season, in addition to the main work at Caamano sound surveys were made of various portions of the Queen Charlotte islands in the neighbourhood of Skidegate, of Atli inlet and approaches and Surf inlet: a beginning was made for the resurvey of Porlier pass for the information of the Department of Public Works.

Commander Knight with the *Restless* completed the survey for the chart "Idol point to Ocean falls" and as a result of the season's work many improvements will be made in the charts of the British Columbia coast. These are principally surveys of small places of growing importance which cannot be used until properly surveyed.

The party reached Victoria on November 15, and the vessel was laid up. The officers took up their usual quarters in the British Columbia Permanent Loan building and immediately took up the work of preparing sheets for the engraver.

The work of the Hydrographic Survey in British Columbia is particularly important; most of the old charts are very much out of date and new rocks are from time to time being reported. Calls are frequently made on the survey for examinations and much time is lost in running about to get this information. It is hard to see how such a condition can be avoided unless more funds are put at our disposal and the staff increased, with additional steamers.

ST. LAWRENCE RIVER

During the season and owing to the unusually low water in the St. Lawrence river between Sorel and lake Ontario, various complaints were received from vessels touching bottom, and Mr. Fraser from the head office was sent to investigate all of these. The first one was at St. Helen island, Montreal

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harbour, where the ferry boat had difficulty making the wharf. A careful resurvey was made of the approach and this resulted in a new channel being developed and the ferry was able to make her landing without mishap and without necessitating expensive dredging.

In the upper St. Lawrence various groundings took place in the river between Morrisburg and the head of the Cornwall canal; dangerous spots were found outside the limits of the banks marked on the American charts, which are the only ones in existence in that section of the river. These spots were carefully examined and buoyed, so that no complaints were afterwards received.

Occasion was taken of Mr. Fraser's presence in that portion of the river to locate various features in such a manner as to enable their being plotted on the charts.

Unless the larger development of the river is proceeded with in the near future it is in the opinion of the undersigned highly desirable that a new survey of this part of the river be made without loss of time. The only charts of that portion of the river are from American sources. They were made by the Lake Survey many years ago when the appliances for proper hydrographic work were not as fully developed as they are to-day. The channels are all on the Canadian side of the boundary line and nine-tenths of the traffic is Canadian, in Canadian waters.

AUTOMATIC GAUGES

During the year twenty-six automatic gauges were in operation on the Great Lakes and St. Lawrence river between Quebec and Port Arthur. With the exception of those in the St. Lawrence river in places where high water in the spring overtops the docks these gauges are all in working order during the twelve months of the year and are giving very valuable records.

Early in the season the Department of Justice asked to have some observations taken in Hamilton inlet and lake Melville with a view to ascertaining whether or not mean sea-level in the latter place was higher than in the former. For this purpose Mr. Charles Price was sent up to install two automatic gauges and Mr. J. R. Dupuis of the office staff was sent with him as assistant. The gauges were established and records obtained during two complete lunar months with very satisfactory results.

During the year Mr. Price's staff has suffered through the death of Mr. A. R. Lee, who had been connected with the Survey for over ten years, and illness was responsible for Mr. Hannington's absence from the office for three months. Mr. Price had, however, valuable assistance from Mr. Miller both in the field and in the office, and from Mr. Matthewman and Mr. Williams on office work, while Mr. Dupuis was with him at Hamilton inlet.

During Mr. Price's temporary absence in the latter place, Mr. Miller acted as officer in charge in a very efficient manner.

Attached are tables, giving:—

1. Monthly mean water surface elevations of the Great lakes during 1923.
2. Monthly mean water surface elevations of the St. Lawrence river during 1923.

The work of the draughting room has been carried out under Mr. G. L. Crichton, with Messrs. F. Delaute, A. J. Pinet, P. E. Parent, Henri Melancon, W. L. Andrew and M. Cailloux, as assistants.

Owing to the difficulty of obtaining a sufficient number of engravers to keep the field work up to date very good advance sheets could be prepared for printing if the draughting room staff were increased by a couple of really good draughtsmen. The present staff is barely able to keep up with the ordinary routine and advantage cannot properly be taken of photo-lithography.

During the past year the engraving has been handled by the same engraving staff as last year, but many charts are held for want of a sufficiently large staff.

During the fiscal year ten new charts (10) and forty-eight (48) new editions of old charts were issued to the public, and 10,000 charts were sold, the demand for these consistently increasing.

With the end of this fiscal year I have again to express my appreciation of the good work that has been carried out by the members of the staff, almost without exception, and in this connection I would like to point out that no improvement has taken place in the remuneration paid and this is entirely disproportionate to the amount and value of the work done.

Almost every officer is at the top of his class, and whilst the work is becoming more important and more valuable every year, few of the staff are receiving just reward for their services, and under these conditions, as long as human nature is as it is, officers cannot be expected to overexert themselves in any work assigned to them. All men like to find their efforts appreciated and with the small salaries paid, even to the seniors, the most appreciated recompense would be advancement and increase of pay. In corroboration of this it might be pointed out that in March two of the officers, Messrs. Parker and Lewis, the former of whom had thirteen years' service to his credit, resigned to take up better positions and better remuneration. The resignation of men of such experience from the staff is a distinct loss to the service, because hydrographic surveyors cannot be picked up. There is no other school for training them than this Survey and long years of experience have taught the undersigned that proficiency cannot be obtained unless with many years' training. Almost all the officers who have joined this staff did so with a view to earning a livelihood and most of them have given the best that was in them to this service and they rightly consider that the reward has not been commensurate with the service they have rendered.

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MONTHLY Mean Water Surface Elevations of the "Great Lakes", by Automatic Water Gauges, during 1923

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Mean
	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet
Lake Superior.....	601.67	601.40	601.30	601.29	601.53	601.71	601.94	602.00	602.06	601.98	601.92	601.72	601.71
Port Arthur.....	601.71	601.56	601.38	601.32	601.51	601.60	601.77	601.91	601.98	601.95	601.90	601.71	601.69
Michipicoten H.....	601.24	601.12	600.85	600.81	601.11	601.25	601.47	601.63	601.63	601.67	601.53	601.46	601.31
St. Mary's River.....	580.43	580.64	581.09	581.35	580.60	580.64	580.69	580.57	580.53	580.23	580.01	579.77	580.55
Below Lock.....	578.70	578.82	578.82	579.06	579.46	579.73	579.74	579.67	579.53	579.33	579.02	578.83	579.23
Georgian Bay.....	578.93	578.85	578.86	579.06	579.52	579.82	579.82	579.74	579.62	579.41	579.11	578.89	579.30
Lake Huron.....	573.43	573.07	573.38	573.85	574.27	574.47	574.60	574.35	574.20	573.90	573.56	573.58	573.89
Detroit River.....	573.06	572.42	572.81	573.21	573.59	573.78	573.95	573.67	573.31	573.16	572.87	572.92	573.25
Iste aux Peche.....	570.85	570.62	570.85	571.20	571.60	571.90	571.81	571.58	571.32	571.06	570.88	571.22	571.24
Fighting Island.....	From 21st day.												
Port Colborne.....	244.74	244.56	244.87	245.48	245.65	245.95	245.84	245.43	245.09	244.66	244.37	244.49	
Lake Erie.....	244.38	244.35	244.64	245.21	245.75	246.02	245.89	245.46	245.16	244.72	244.46	244.60	245.14
Lake Ontario.....					245.50	245.81	245.65	245.30	244.91	244.49	244.24	244.37	244.90
Toronto "A".....													
Kingston.....													

"A"—Records taken by Toronto Harbour Commission.
Elevations are above mean sea-level and are referred to the United States Lake Survey datum of 1903 adjustment.

MONTHLY Mean Water Surface Elevation of the "St. Lawrence River", by Automatic Water Gauges, During 1923

Gauge Locations	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Mean
	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet	Feet
St. Lawrence.....	243.50	243.50	243.72	244.38	244.67	244.97	244.77	244.50	244.11	243.74	243.51	243.68	244.09
Prescott.....	242.17	241.83	241.85	242.87	243.28	243.63	243.43	243.16	242.78	242.39	242.14	242.24	242.65
Upper Lock 27.....	225.86	227.31	227.45	227.60	227.70	228.15	227.86	227.47	226.84	226.26	225.91	226.14	227.05
Lower Lock 25.....	222.92	224.95	225.14	224.50	224.41	224.84	224.60	224.29	223.75	223.24	222.90	223.07	224.05
Upper Lock 24.....	212.34	219.22	219.39	214.46	212.58	212.98	212.69	212.33	211.90	211.43	211.13	211.32	213.48
Lower Lock 23.....	199.59	198.30	198.55	199.97	200.08	200.32	200.07	199.81	199.73	199.47	199.22	199.38	199.54
Upper Lock 21.....	161.40	159.70	157.82	155.60	152.95	153.13	152.90	152.65	152.38	152.03	151.89	152.13	154.55
Cornwall.....	151.84	151.56	151.41	152.33	151.94	151.59	151.87	151.66	151.41	151.10	150.95	151.18	151.61
Summertown.....	151.24	150.95	150.69	151.60	151.47	151.59	151.33	151.12	150.85	150.61	150.51	150.77	151.06
Coteau du Lac.....	133.72	133.62	133.13	134.27	134.18	134.34	134.02	133.77	133.46	133.16	133.01	133.32	133.67
St. Lawrence River.....	95.31	95.12	94.86	95.63	95.39	95.55	95.37	95.30	95.05	94.83	94.80	94.92	95.18
Cedars (P.P.).....	69.65	72.75	73.47	72.18	71.33	69.90	68.50	67.98	67.75	67.26	67.17	67.72	69.65
Cascades Pte.....	69.93	70.66	70.87	72.53	76.20	73.42	71.52	70.60	70.77	70.30	70.43	71.13	71.51
Lake St. Louis.....	67.97	67.67	66.95	69.05	71.02	68.50	68.24	67.44	66.22	65.69	65.70	67.42	68.05
Pointe Claire.....	66.61	66.19	65.51	67.93	70.07	68.60	67.14	66.47	66.22	65.69	65.70	66.28	66.87
Upper Lachine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Montreal (Lock 1).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Longue Pointe.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Varennes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lanormie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sorel.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Range Light No. 2.....	15.40	14.55	14.97	19.16	20.34	16.41	14.23	13.94	13.25	12.77	12.97	13.98	15.11
Three Rivers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Batiscau.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cap a la Roche.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Neuville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NOTE.—Prescott to Cornwall, inclusive—Elevations are above mean sea-level and are referred to the United States Lake Survey datum of 1903 adjustment.
Summertown to Neuville, inclusive—Elevations are above mean sea-level and are referred to the Department of Public Works precise levels.

TIDAL SURVEY

REPORT OF DR. W. BELL DAWSON, F.R.S.C., SUPERINTENDENT, TIDAL AND CURRENT SURVEY

SURVEY OF TIDES AND CURRENTS

This survey has been carried on with success during the past year, and considerable headway has been made especially in completing and reducing observations which have been under way for some years; and also, in devising new methods of calculation which will apply to the St. Lawrence above Quebec and to the tide tables for Quebec itself. This should be an important benefit to navigation. The principal tidal stations both in Eastern Canada and on the Pacific coast have been maintained throughout the year. One of the stations in Eastern Canada became flooded in the autumn; but by special attention, it was possible to maintain the observations throughout the winter. On the Pacific coast, the work was completed on the main line of the ocean steamships through Boundary pass and Haro strait on the route from Vancouver to the ocean; and further observations of the current were obtained in Baynes channel near to Victoria. This region has been under survey for some years, and final results have now been worked out. The principal work in Eastern Canada was the expedition to Hamilton inlet, by which extended information regarding the tides and currents in that region were obtained. There has also been published during the year a special report entitled "Tide Levels and Datum Planes on the Pacific Coast of Canada." This is based upon all tide levels obtained from the outset on the Pacific coast, including the datum planes used in the various cities. It should be specially valuable to engineers, in affording data for construction purposes; and to other surveys which require a low-water datum or mean sea-level for their purposes.

THE CURRENTS OF THE PACIFIC OCEAN

Observations of the turn of the current in Boundary pass have now been carried on for four seasons, as well as one winter at the two crucial points in this region. These are, East point of Saturna island and Turn point, at both of which vessels have to make a sharp turn at a right angle. The reductions of the observations has proved unusually difficult, but a general explanation was afforded by the observations in Rosario strait, as explained in last year's report.

At East point, definite relations were obtained between the turn of the current and the tide at Sand Heads. These relations furnish the basis for the calculation of the time of slack water at East point, which is now published in the Tide Tables. For the turn of the current at Turn point, extended investigation was carried out. The time of slack water was compared with various tidal stations, and an analysis was made in one of the lunar periods. The results showed in all cases a considerable variation; and it was found that no advantage was obtained by distinguishing the large and half tides. The best practical result that could be obtained for high-water slack was a difference of time with Sand Heads, although this difference varies by twenty-two minutes earlier or later than the average. The time of low-water slack is more definite, and it is practically simultaneous with low water as given in the tide tables for Sand Heads.

In Baynes channel, which lies between Chatham island and Ten-mile point east of Victoria, the current presents peculiar features. At Victoria, the tide may rise or fall continuously during two successive tidal periods; and at such times there is only one high water and one low water in the day. It is never-

theless possible for the current in Baynes channel to turn four times in the twenty-four hours. It may thus turn when there is no tide in the Victoria tide tables with which to make comparison; but if it does turn at such times, its strength is not great or the run of long duration. A definite relation with the tides which do occur at Victoria has been arrived at; that is, with the actual tides given in the tide tables. This will be of much service to navigation in this region.

In the lower Fraser river the freshet continued so late in the season of 1922 that the current seldom turned. Good observations were obtained, however, during last season toward the autumn. In reducing these observations they were combined with the results obtained with a steamer in the channel-way, which runs through the delta as far as Sand Heads, in the season of 1919. A difference of time by which slack water may be found with reference to the tide tables, has been deduced from these observations and will hereafter be published. The behaviour of the current is also explained in a way that will be serviceable to vessels navigating the lower Fraser. Further up the river at New Westminster, the incoming tide is unable to reverse the river current except in the autumn months when the river is at its lowest level. The investigation of these currents was made under the supervision of Mr. S. C. Hayden, who also carried out the inspection of the tidal stations on the Pacific coast.

It was desired by the United States Coast and Geodetic Survey to make a further investigation regarding the current in Seymour narrows. For this purpose we were asked to establish two tide gauges as near to the north and south ends of the narrows as practicable. These gauges were placed in Quathiaski cove in Discovery passage, and at Knox bay south of Chatham point. The hourly height of the tide as obtained simultaneously at these two localities, was forwarded to the Coast and Geodetic Survey as a basis for harmonic analysis, by which it may be possible to compute the turn of the current in Seymour narrows.

The observations obtained at Quathiaski cove have enabled the tidal data to be revised for the whole length of Discovery passage, from Cape Mudge to Nymphs cove in Seymour narrows. The change in the time of the tide amounts to more than an hour in this distance, but the revision has been carefully made. This will be of distinct benefit to the local traffic, especially to Campbell river.

OBSERVATIONS IN EASTERN CANADA

The observations of the current in the strait of Canso, which were taken in 1922, were not continued last season, as the staff was engaged elsewhere. The superintendent took the opportunity to investigate the conditions along the St. John river as far up as Fredericton. In such tidal rivers, the current is often modified by islands and cross channels, in such a way that the flood and ebb streams are deflected and disturbed. A series of points along the river were found, however, at which the current in both directions can be observed with advantage at the same locality. Because of the demand for tidal data for the St. John river, observations taken in 1908, 1912 and 1913 were worked up. The results were also compared with investigations made by Prof. A. W. Duff in 1896. From this material, correct data for the tide along the river have been deduced. This is much appreciated, especially by the lumber industry. The information for the St. John river was issued in advance of publication in the tide tables, in the month of April; and we were informed by one of the leading lumber firms that they appreciated this very much, as it came to them just at a moment when it was of great importance to them.

The Public Works Department desired information at St. Stephen, N.B., in connection with dredging operations contemplated there in the following season. A tide gauge was accordingly erected there in the autumn for a period

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of three months, from which the data desired were obtained. This gauge and two others in the Anticosti region, were installed by Mr. R. B. Lee.

At Amherst harbour in the Magdalen islands, a tide gauge was placed for reference during a hydrographic survey of the region. The tide is very slight there, except at the springs and a record of the behaviour of a tide of this character is therefore interesting, as it is at a central point in the gulf of St. Lawrence.

LABRADOR AND HUDSON BAY

In connection with the boundary question between Canada and Newfoundland, the Department of Justice desired information of a special character throughout Hamilton inlet. The character of observations which would bring to light the physical features bearing upon the case, were very carefully considered by the Superintendent of the Survey. To demonstrate the points involved, it was necessary to determine the temperature and salinity of the water in certain areas both at the surface and in deep water, and also to deal with the question of flow in the Rigolet narrows. Tidal observations were also desirable in some connections. The results need not be detailed at present, as the case is still in the hands of the Department of Justice; but a considerable amount of valuable information on the tides and currents was obtained during the course of the observations.

An expedition at short notice was organized; and Mr. H. W. Jones, of the Tidal Survey staff, was in charge of the party, which consisted of two assistants and two other helpers. The time for doing the work was also strictly limited, and it was therefore necessary quite frequently to carry on the observations day and night to obtain the results desired. The season proved an exceptionally bad one as regards both late ice conditions and weather, which made the work more strenuous than had been anticipated. Valuable data were, however, obtained for the region.

In regard to the tidal aspects of the region it had been already ascertained from somewhat fragmentary observations obtained during the chart survey, made by the Hydrographic Survey in 1922, that this part of the coast of Labrador can be referred with advantage to Halifax. A primary tidal station was therefore established at Indian harbour on the open coast off Hamilton inlet, as a reference station for the work further in. The earlier observations referred to, had been correlated with this harbour; and by obtaining continuous observations there, a good relation with Halifax was established. Continuous observations were also obtained at Rigolet; as well as at Ticoralak island immediately outside the narrows. Although a steamer was not available, a successful effort was made by the party to obtain observations of the current in the narrows with current meters, as well as to determine the time of slack water at Square Rock point, immediately above Rigolet.

By means of these observations, tidal data for the whole of the Hamilton inlet region have been secured; as well as the strength of the current in the narrows under various tidal conditions, and the time at which slack water occurs when the current turns. This information will be valuable to navigation in the region, as the traffic to the inlet is considerable. It was also possible, with good observations at Indian harbour, and also at cape Chidley where observations were obtained during the Hudson Bay expedition of 1884, to determine approximate tidal data for intermediate points along the Labrador coast, which will be of value to the coasting trade.

Arrangements were made in 1921 with the Superintendent of Bay Transport of the Hudson's Bay Company, to place tide gauges at Amadjuak in Hudson strait, and at Port Harrison and Great Whale river which are two Hudson bay posts on the east side of the bay. So far, tidal record has been

received from one only of these localities, as mentioned in last year's report. It is hoped however, that further results will be obtained during the present year.

The tidal observations in James's bay were continued this season in co-operation with the Chief Engineer of the Timiskaming and Northern Ontario Railway. A good series of observations was thus obtained at Revillon at the mouth of Moose river for a period of nearly three months. For comparison with the tide on the open coast, a few days record was obtained at Ship Sands off the mouth of the Moose river. These results were secured without expense to this Survey, as the railway company benefits by the data obtained for the design of harbour works.

TIDAL OBSERVATIONS ON THE PACIFIC COAST

For some years past, the investigation of the currents has been the chief work carried out on the Pacific coast; and during last season only two tide gauges were erected by this Survey to the north and south of Seymour narrows, as already explained. Tidal information at several localities has been secured, however, through co-operation with the Hydrographic Survey on this coast. The localities in question were Queen Charlotte in Skidegate inlet on the Queen Charlotte islands and Turtish harbour on Aristazabal island on the east side of Hecate strait, where continuous observations for two months or more were obtained. Observations for one month were also secured at Waiatt bay on Okisollo channel close to the important pass named Hole-in-the-Wall, which is at the heart of the net-work of passages opposite the northern end of Vancouver island. This proves to be one of the most northern points at which the tide still corresponds in type with the strait of Georgia. Observations were also continued last season at Ocean Falls, an important manufacturing locality. Such observations serve the immediate purpose of the Hydrographic Survey, while at the same time they extend the knowledge of the tides to new points on the coast. This has its importance, because new localities which spring up on the coast can never be very far from a point at which tidal information has been obtained; and any such locality can thus know at once the tidal conditions for the region in which it is situated.

IMPROVEMENT IN THE TIDE TABLES

The tide tables in future will benefit by the publication of the results obtained from the observations already explained. The separate publication of tide tables for Hudson bay has been discontinued and the whole of the information now available is given in the Tide Tables for the Eastern Coasts of Canada. This is an improvement as the leading ports are referred to tide tables in that edition. The information has been rearranged to a considerable extent; all estuary tides, apart from the main information for the St. Lawrence, are grouped together, and with this the St. John river is included.

The data by which the height of the tide at cap à la Roche can be found in accordance with the method described in last year's report, are now published in the tide tables. This enables the available draught at cap à la Roche to be deduced from the river level at Sorel by means of a correlation which has been turned to practical account. The method has now been put into use, by which the time of the tide at Quebec can be calculated with greater accuracy from the predictions for Father Point. To test the method, the time of the tide in a past year was calculated by it, and the result compared with the time as actually observed at Quebec. It was thus made evident that a distinct increase in accuracy is obtained by the new method.

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On the Pacific coast, an improvement in the method of calculating slack water in Porlier pass has been devised. This is one of the passes between the Gulf islands in the strait of Georgia through which coal is towed from the Nanaimo mines to Vancouver. In this region, the calculation of the time of slack at low water is more complex than at high water. In Active pass, it is necessary to classify the low-water slacks in three groups according to the moon's position, in making the calculations. Until now, slack water in Porlier pass has been calculated independently; but it was discovered that a constant difference was obtained between the times of low-water slack in the two passes, which was independent of the classification indicated. It was thus possible to compute low-water slack in Porlier pass by means of a difference applied to the calculated time in Active pass. By this method, the advantage of the classification in Active pass itself is carried on for the benefit of Porlier pass, which affords a distinct improvement in accuracy. The time of slack water in these passes is of vital importance to water transportation, as heavy towing is impracticable while the current is running strongly. Very considerable loss used to occur through delays, before the time of slack water was calculated and published; and any improvement in the accuracy of the predictions is thus of direct advantage to industry. In publishing the new information on the currents for the Pacific coast, a rearrangement in the tide tables has been made which puts it in a more convenient form for reference.

INFORMATION SUPPLIED

A number of letters are received which request information regarding tides and currents. To some of these replies can be made by sending publications; but in other cases explanations, or even some special work is required to meet the requirements when information on tide levels, or in regard to a suitable low-water datum, is asked for. This has been supplied for a considerable number of localities, chiefly for the benefit of other surveys or for engineers of the Public Works Department. The results deduced from observations of the tide, obtained in co-operation with the Hydrographic Survey, have been worked out promptly and supplied to that Survey.

The Ordnance Survey of Great Britain with headquarters at Southampton, is making an investigation of the variation of mean sea-level in the North Atlantic; and several countries are requested to afford data for this purpose. The records obtained at the tidal stations on the eastern coasts of Canada are particularly valuable in this connection, because of the long series of observations now available. For the purpose in view, the value of mean sea-level in successive months is required; and although this Survey could not offer to reduce the observations to a monthly series, the following data have been supplied: The height of the tide at each hour during a series of ten and a half complete years at St. Paul island in Cabot strait, from 1912 onwards; a series of five complete years at St. John, N.B., in the bay of Fundy; and four years of recent observations at Halifax from 1919 onwards. This information comprises the tabulation of the tide curves in hourly ordinates during a total of nearly twenty years. A part of this had already been done and photostat copies could be made; but a considerable part of the work was new, and an arrangement for special assistance in carrying it out had to be made. The work will be of value to this Survey as well, as it can be used as a basis for further harmonic analysis to improve the accuracy of the tide tables.

A similar request was received from the United States Coast and Geodetic Survey, for the height of the tide, hour by hour, at Vancouver during a period of two and a half years. This is desired as a basis for determination of mean sea-level for comparison with other determinations made by the Coast Survey

on their Pacific coast. This has been put in hand, but is not yet completed. Another request from the Tidal Division of the United States Coast Survey, was for information on the Bore at the head of the bay of Fundy. The material sent in reply included tracings of curves which show the time of the arrival of the Bore at Moncton, and extracts from publications.

Two schemes for the development of power from the tide, in the region of the bay of Fundy, are being investigated by engineers; one of them at the mouth of the Petitcodiac river and the other in Passamaquoddy bay. The primary data for such investigations are the curves showing the rate of rise and fall of the tide, and the greatest and least ranges which it can have. The tidal observations in the bay of Fundy which have already been secured by this Survey, are thus proving of special value in this connection; as they are continuous day and night, and in the upper part of the bay considerable trouble was taken to obtain a tide curve which fell to extreme low water, beyond the existing wharves.

There is a difference of time between the transit of the moon and the first high water following, which enables the time of the tide to be found approximately by captains of vessels who are strangers, and not provided with tide tables. The value required for the purpose is known as the Establishment, and this is usually published on marine charts as a first indication, where tide tables are not at hand. During the year, this Establishment has been computed from our tidal records with relation to the concurrent astronomical data, for five localities in the Miramichi region and four localities in the approach to the bay of Fundy, between cape Sable and St. John, N.B.

The above instances will indicate the way in which this Survey is able to co-operate with others in tidal matters. A considerable amount of correspondence has been carried on with the International Hydrographic Bureau at Monaco, and the Tidal Institute at Liverpool; chiefly regarding methods of calculation. All new information on tides and currents which is obtained by the Survey, is sent promptly to the Hydrographer of the Navy in London for publication in the British Tide Tables, and in the Sailing Directions issued by the British Admiralty. This gives it wide publicity and it is an advantage to navigators on their first voyage to Canada.

PUBLICATIONS

A special publication was prepared and issued during the year entitled, "Tide Levels and Datum Planes on the Pacific Coast of Canada." It comprises the data obtained regarding tide levels and extreme tides at a number of localities on the Pacific coast. A series of values for mean sea-levels is given for successive years, at each of the permanent tidal stations. The low-water datum is also definitely recorded with reference to local bench-marks at numerous points along the coast, including localities at which it was determined during the early Admiralty surveys for marine charts. The datum used in the cities and leading harbours of British Columbia, has been correlated with the tide levels, so that all former datums used during the last thirty or forty years are brought into harmony with the tidal investigations, and the levels which they have established. The results given in this publication are of value to engineers for construction purposes, as well as to other surveys. They have already been utilized by the Geological Survey as a basis for their contoured maps, and by the Geodetic Survey of Canada for precise levelling. In several regions, the level of high water is given which defines the boundary of properties with a sea frontage; the correct level of the tide for the purpose being adopted with the concurrence of the provincial authorities. This brief outline may serve to indicate the numerous uses for which tide levels are required.

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The two main editions of the Tide Tables for the Eastern Coasts of Canada and the Pacific coast have been prepared and issued as usual; as well as the three abridged editions for the St. Lawrence, the Bay of Fundy and the Strait of Georgia. The preparation of these abridged editions effects a considerable saving in the cost of printing, because they serve instead of the complete tide tables for the wide circulation amongst fishermen and others who depend on motor boats for transportation. Because of the desire for economy at the present time, the circulation of the tide tables during the last three years was carefully investigated; and it was found possible to reduce the number printed by 4,500 copies in all, distributed amongst the various editions. This brings the total output to 60,000 copies. It was not possible to reduce the number without serious detriment to those to whom tide tables are essential, in some one of the many ways in which tide tables are used.

RADIOTELEGRAPH SERVICE

REPORT OF C. P. EDWARDS, O.B.E., F.I.R.E., A.M.E.I.C., DIRECTOR

GENERAL INFORMATION

Administration of Radio

The activities of the Radio Branch comprise in the main:—

- (1) Administration of the Radiotelegraph Act and Regulations issued thereunder;
- (2) Construction and operation of radio stations.

The administration of radio throughout the Dominion, as presented in the Radiotelegraph Act, chapter 43, Statutes 1913, comprises:—

- (a) The licensing of all classes of radio stations in Canada, including those on ships of Canadian registry, and on aircraft;
- (b) The inspection of such stations to ascertain that they are equipped and operated in accordance with the Radiotelegraph Act and Regulations and with the provisions of their respective licenses;
- (c) The examination for Certificate of Proficiency in Radio, of the operating staffs of such stations;
- (d) The inspection of all ships, Canadian and foreign, leaving Canadian ports, fitted with radio, to ensure their compliance with the Radiotelegraph Act so far as it affects them, more particularly that section which prescribes that certain passenger ships must be equipped with an efficient transmitting and receiving equipment.

Construction and Operation of Government Stations

East Coast and Great Lakes, thirty-five stations.—The East Coast and Great Lakes system consists of thirty-five stations, forming a chain extending from Port Arthur to the Atlantic ocean. All these stations are owned by the department, twenty-two of them are operated by the Marconi Company under a contract whereby they receive a subsidy of \$5,500 per annum per station and retain all the tolls collected, with the exception of a small percentage which accrues to the department from the eight stations on the Great Lakes and one station on the East coast. This contract expires in 1931.

The thirteen remaining stations are operated directly by the department as aids to navigation, six Direction Finding stations, four beacon stations, two lightships, and one emergency station in the Halifax Dockyard.

West Coast, fifteen stations.—On the Pacific coast the department operates a chain of nine stations extending from Vancouver (Point Grey) to Prince Rupert (Digby island), including a Direction Finding station at Pachena. This chain gives service to ships at sea and in addition provides the only means of communication with the Queen Charlotte islands. Incidentally service is also provided for eleven private commercial stations installed by the owners of lumber camps, canneries, paper-mills, etc., on the British Columbia coast.

Radiotelephone stations have been established at Carmanah, B.C., Pachena Point, B.C., Cape Beale, B.C., and Banfield, B.C., and temporary spark transmitters at Tofino, B.C., and Lennard Island, B.C., in connection with the Life-saving Service.

Hudson Bay, two stations.—The two stations installed at Port Nelson and LePas in 1914 were closed down when construction on the Hudson Bay railroad ceased in 1918. They have been out of commission since that date.

Direction Finding Stations

The department's policy of installing Direction Finding stations as "aids to navigation" is continuing to prove of great value to navigators. In addition to the four Direction Finding stations which have been in operation on the East coast for the past five years, three additional stations were erected during the year and placed in commission at St. Paul's Island, N.S., on September 24, 1923; Yarmouth, N.S., on January 5, 1924, and Pachena Point on November 8, 1923, respectively, all these stations being built and directly operated by the department. Further extensions to this service, contemplating the conversion of one or two of the existing coast stations into Direction Finding stations, are under consideration.

Radio Beacon Stations

An experimental Radio Beacon station was installed at Cape Ray, Nfld., and went into commission on August 27, 1923. The satisfactory results obtained therefrom resulted in additional Beacon stations being installed on the Lurcher Lightship, the Anticosti Lightship and at Seal Island, N.S. Next year it is proposed to erect a Beacon station at Cape Bauld, at the north end of the Belle Isle straits.

The apparatus used in these Beacon stations was specially designed and built by the department and is so arranged that when the ordinary sound fog-alarm machinery is started up, the radio alarm signal automatically operates and continues until the plant is shut down. These stations have a range of approximately fifty miles and ships fitted with direction finding apparatus take their bearings therefrom.

Aids to Navigation

An important function of the Coast Station Service is the organized broadcast transmissions for the benefit of ships. Under this organization six stations on the East coast and gulf of St. Lawrence, seven on the Great Lakes and three on the West Coast, broadcast, twice daily, at advertised hours, a message containing weather forecasts, position and nature of any danger to navigation, such as ice, derelicts, etc., in that area, and any changes in aids to navigation. The actual messages are compiled at the different division offices which act as the bureaus for the collection and dissemination of this information. In addition, in the case of forecasts of hurricanes or other specially urgent matters, messages notifying same are immediately broadcast from the stations without waiting for the regular broadcast period.

No charge is made for any "aid to navigation" service, and ships desiring information regarding the weather, ice or kindred matters, can obtain same by asking for it. This service is used to fullest advantage by shipping.

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In addition to the above, a complete system of reporting passing ships is in effect on both the East and West coasts, and the information is available at the division offices for the public, press and shipping interests.

Ice Patrol in Cabot Straits

At the opening of navigation in the gulf of St. Lawrence, special additional service is given to shipping in these waters. An ice-breaker maintains a patrol between St. Paul's island, Heath point and cape Ray, locates the ice, ascertains the best route to be followed, and renders assistance to any vessels requiring the same.

The efficiency of this service is largely dependent on radio, and every effort is made to make it first class; three experienced operators are detailed to the ship and the apparatus completely overhauled.

This year the patrol was undertaken by the C.G.S. *Montcalm* from April 15 to May 28.

Under the general organization the ship acts as the controlling station for the area. A message containing the latest information in regard to ice conditions from cape Race to Quebec is compiled and broadcast by the ship every four hours, the information being collected from the different radio and signal stations in the gulf and on the river St. Lawrence, incoming and outgoing ships, etc.

This service works in co-operation with the International Ice Patrol off cape Race and vessels approaching the gulf have available every four hours, or immediately if they ask for it the very latest information, or immediately if they ask for it, the very latest information in regard to ice conditions and the best route to be followed.

The total volume of traffic handled by the *Montcalm* during the period this year was as follows:—

Class of Traffic	Number of Messages	Number of Words
Sent.....	386	17,477
Received.....	716	15,612
Broadcast.....	83	11,966
Total.....	1,185	45,055

Radiotelephone Broadcasting

The popularity of broadcasting continues unabated, and the department which is charged with the administration and control of radio under the Radio Act of 1913, is fully appreciative of its responsibilities in the matter. There were at March 31, 1924, forty-six Broadcasting stations in the Dominion and approximately six hundred in the United States. The annual license fee for a transmitting station in Canada is \$50, and for a receiving set \$1. The number of receiving licenses sold during the year was 31,609. Next year it is estimated that the revenue from this source will amount to \$70,000. Receiving licenses are sold by inspectors, by staff post offices and by dealers, the latter receiving 10 per cent of the license fee for such service.

Under the amendment to the Radio Act, passed last session, a portion of the license fees collected may be paid to the broadcasting stations. This is so far only being done in the case of the station CKY; operated by the Manitoba Government, in Winnipeg. They receive 50 per cent of the revenue collected in Manitoba, their proportion for the nine months it was in effect last year amounting to \$574.50.

The Dominion Government on representations from the province of Manitoba, has agreed to issue no licenses for broadcasting stations in that province, except with the concurrence of the provincial administration. This arrangement is tentative.

Control and protection of broadcasting involves constant and adequate inspection and the cost of maintaining a permanent inspector in every town being prohibitive, the department is, for the present, using "part time" inspectors, with, I am glad to report, considerable success. These inspectors listen in on the air at nighttime, check up any interference present and take steps to remedy the same. The inspection staff consists of seven permanent and twenty-seven "part time" men, and the total cost of the inspection service, including cost of issuing licenses, was \$27,500 during the year.

With a view to helping broadcast conditions inter-departmental arrangements were made with the United States, to clear the broadcast band of waves from interference from United States and Canadian ships and coast stations. The Canadian Government has also made representations to the Imperial Government with a view to similar action being taken in respect of British ships plying to Canadian and United States ports.

The department is replacing the old type interfering spark apparatus at the stations at Quebec, Montreal, Toronto, Vancouver, Victoria, and Prince Rupert, with new type continuous wave equipment, and is generally taking all possible steps to eliminate all controllable interference with broadcasting by other stations.

A grant of \$3,000 has been made to the Research Council to conduct an investigation into noises caused by power lines, etc., with a view to seeing what can be done to reduce interference emanating from this source.

International Convention

Canada subscribes to the International Radio Convention, which controls the international working of radio. One function of the Radio Branch is to see that all Canadian stations are operated in accordance with the regulations of this Convention, and another to act as intermediary in the settlement of all international radiotelegraph accounts of Canadian ships and stations.

Imperial Chain of High Power Stations

The deadlock between the commercial radio interests and the Imperial Government in regard to the establishment of an imperial chain of high power radio stations to link together the Mother Country and the Dominions is now nearing a satisfactory conclusion.

The question was fully discussed at the Imperial Economic Conference, London, 1923, Canada's representative being the Hon. Geo. P. Graham, and as a result the following resolution was adopted:—

"(a) That this Imperial Economic Conference affirms the importance of establishing as quickly as possible an efficient Imperial Service of Wireless Communication, and is of opinion that the several Governments of the Empire should take immediate action to remove any difficulties which are now delaying the accomplishment of this, while providing adequate safeguards against the subordination of public to private interests."

Acting on this resolution the British Government formed the Imperial Wireless Telegraph Committee under the chairmanship of Robert Donald, and in the committee's report, which was presented on February 22, 1924, the following recommendations of interest to Canada were made:—

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Empire Radio Services

(1) That the state through the Post Office should own all wireless stations in Great Britain for communication with the overseas dominions, colonies, protectorates and territories.

(2) That the Post Office should operate directly, under an improved business organization, all the Empire stations in Great Britain.

(3) That as an alternative an exception be made to the foregoing recommendations in the case of Canada, for the reasons stated in paragraphs 48 to 51, and that competition between the Post Office and private enterprise in the Anglo-Canadian wireless service, which exists at present, be continued, provided that, in any license granted for the Anglo-Canadian service, public interests are safe-guarded as regards conditions of working and terms of expropriation by the state.

The committee also recommended that private enterprises be given facilities to develop wireless communication with the rest of the world outside of the British Empire, subject, in certain cases, to suitable terms being arranged for the payment of royalties or otherwise in view of the competition which would exist between wireless and state-owned cables.

The British Government, however, did not see its way to accept the recommendation that an exception be made in the case of the Canada transatlantic service, as suggested in recommendation No. 3, and they announce that the English terminal station of this circuit must be state-owned. The Canadian Marconi Company on receipt of this information immediately made urgent representations to the Dominion Government that their arrangements for financing the new Vancouver and Montreal stations were dependent on the fact that the company's station in Canada was to work with their affiliated company's station in England and that it was very doubtful if they would be able to proceed with the establishment of the Montreal and Vancouver stations if this arrangement were interfered with. These representations were forwarded to the British Government by this department and negotiations were entered into between the British Post Office and the English Marconi Company and as a result a compromise has been arrived at, which it is understood is satisfactory to the affiliated Marconi companies and the British Government.

The high-power station in England which is now in course of erection at Rugby will be state-owned and operated and the English Marconi Company has been given the contract to erect a Short Wave Beam station for the British Post Office for communication with a similar station to be erected by the Canadian Marconi Company under license in the vicinity of Montreal. The cost of these short wave stations is estimated at approximately \$300,000 each.

The Canadian station will be operated by the Canadian Marconi Company and the English station by the British Post Office, the latter paying the English Marconi Company a percentage of the gross revenue earned by the station in respect of patent royalties. The public announcement in regard to the latter arrangement was made on July 23, 1924.

STATIONS IN OPERATION

The total number of stations in operation in the Dominion and on ships registered therein is on March 31, 1924, as follows:—

Coast stations.....	34
Government Land stations.....	1
Direction Finding stations.....	7
Beacon stations.....	4
Life-saving stations.....	5
Government Ship Stations.....	28
Licensed Ship Stations.....	232
Licensed Limited Coast stations.....	2
Licensed Public Commercial stations.....	7
Licensed Private Commercial stations.....	55
Licensed Private Commercial Broadcasting stations.....	46
Licensed Amateur Broadcasting stations.....	22
Licensed Radiotelegraph Training Schools.....	14
Licensed Experimental Stations.....	46
Licensed Amateur Experimental Stations.....	1,345
Licensed Private Receiving stations.....	31,609
	<hr/> 33,457

(For further details, see "Official List of Radio Stations in Canada.")

RADIO REGULATIONS

Fees for licenses effective March 31, 1924. The annual fees to be paid in respect of Radio Licenses and Certificates issued by the Minister of Marine and Fisheries are as follows:—

1. Limited Coast station.....	\$50 00
2. Public Commercial station.....	50 00
3. Private Commercial Broadcasting station.....	50 00
4. Private Commercial station.....	10 00
5. Experimental station.....	5 00
6. Amateur Broadcasting station.....	10 00
7. Amateur Experimental station.....	2 50
8. Private Receiving station.....	1 00
9. Technical or Training School station.....	5 00
10. Ship station.....	10 00

FEES FOR EXAMINATIONS

1. Extra First-Class Certificate.....	\$5 00
2. First-Class Certificate.....	2 50
3. Second-Class Certificate.....	1 00
4. Third-Class Certificate.....	1 00
5. Experimental Certificate.....	2 50
6. Amateur Certificate.....	0 50
7. Emergency Certificate, any Class.....	5 00
8. Radiotelephone Certificate.....	2 50

WAVELENGTHS

The following special wavelengths for Experimental and Amateur Experimental stations are now in effect.

Amateur Experimental Stations.—Amateur Experimental stations will, until further notice be allowed to transmit on the following wavelengths:—

Pure C.W.—All waves in the band 125 to 150 metres, 175 metres.

All waves in the band 200 to 225 metres.

Spark.—175 metres only.

Radiophone and I.C.W.—Limited to the wavelengths of 150, 175 and 200 metres.

Experimental Stations.—Experimental stations will be allowed to transmit on all the above wavelengths and in addition on 275 metres for special experimental work.

INSPECTIONS

The administration of the Radiotelegraph Act has been carried on as usual and no evasions or attempted evasions of section 4 of the Act, calling for compulsory equipment of radiotelegraph apparatus on board certain steamers have been reported.

Permanent inspectors are maintained at Victoria, Toronto, Ottawa, Halifax, Montreal (summer) and St. John (winter). These inspectors, in addition to inspecting all ships and licensed stations in their district, also undertake the examination of operators for Certificates of Proficiency. All land stations are inspected at least once a year and all ships when they visit Canadian ports. An increasing large amount of extra work has been thrown on the inspection staff due to broadcasting.

The department's policy in making use of qualified amateurs as "part time" inspectors to police the ether is proving very satisfactory. These "part time" inspectors located at different points throughout the Dominion are paid a nominal salary of \$10 or \$15 per month. "Part time" inspectors have been appointed at the following places:—

Prince Edward Island.—Charlottetown, Summerside.

Nova Scotia.—North Sydney.

New Brunswick.—St. John.

Quebec.—Montreal, Quebec, Sherbrooke, Three Rivers.

Ontario.—Brantford, Fort William-Port Arthur, Hamilton, Kingston, Kitchener, London, Peterboro, Sarnia, Toronto (2), Windsor.

Manitoba.—Brandon, Winnipeg.

Saskatchewan.—Moosejaw, Regina, Saskatoon.

Alberta.—Calgary, Edmonton.

British Columbia.—Vancouver.

The number of inspections carried out during the fiscal year was:—

Coast and Land Stations.....	94
Ship Stations.....	2,049
Amateur Experimental Stations.....	2,330
Total.....	4,473

EXAMINATION FOR CERTIFICATE OF PROFICIENCY IN RADIO

Eighty-six examinations for Commercial Radio Certificates were held during the year.

Forty-eight candidates were successful and 38 failed; 184 candidates for Amateur Radio Certificates were also examined of whom 181 were successful and 3 failed. One thousand three hundred and twenty-eight Certificates of Proficiency in Radio have been issued by the department up to the end of March, 1924.

TRAFFIC AND TRAFFIC ACCOUNTING

The service comprises, the preparation, rendering and collection of accounts for commercial ship to shore and inter-station messages handled by the departmental stations. The auditing, rendering and collection of international accounts to various operating companies and foreign administrations for radiotelegrams exchanged by foreign ships through Canadian coast stations and by Canadian ships through foreign stations; also for radiotelegrams, exchanged by Canadian Government-owned or operated vessels via Canadian or foreign coast stations.

The number of traffic accounts handled by the branch amounted to approximately 110,000, representing \$155,000.

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Traffic Handled.—The paid business handled via Canadian Coast stations during the fiscal year was as follows:—

	Paid business between Ships		Paid business between Stations	
	Messages	Words	Messages	Words
East Coast.....	54,138	779,913	14,663	391,057
Great Lakes.....	24,161	356,545	1,662	26,863
West Coast.....	22,864	428,079	80,435	1,740,079
Totals.....	101,163	1,564,537	96,760	2,157,999

Messages Handled by the Coast Station Services.—The total number of messages and words handled during the year ending March 31, 1924, were as follows:—

	Messages	Words
East Coast.....	142,251	2,523,369
Great Lakes.....	50,746	797,045
West Coast.....	179,467	3,364,136
Hudson Bay.....		
Total.....	372,464	6,684,550

The amount of business handled by the East Coast System (operated partly by the Canadian Marconi Company under contract and partly by the department) shows an increase from last year's business amounting to 14,973 messages, containing 100,213 words.

The Great Lakes System (operated directly by the Canadian Marconi Company under contract), shows an increase of 20,322 messages with an increase of 328,260 words.

The West Coast System (operated directly by the department) shows an increase of 25,437 messages containing an increase of 789,379 words.

REVENUE

The total amount of radio revenue accruing to the department during the year amounted to \$89,054.51, as against \$56,513.24 in 1922-23, an increase of \$32,541.27. This revenue is apportioned as follows:—

1923-1924	
<i>Traffic Revenue</i> —	
East Coast.....	\$ 2,165 65
Great Lakes.....	510 89
West Coast.....	48,334 62
	\$ 51,111 16
<i>Other Revenue</i> —	
License fees.....	\$ 37,659 35
Examination fees.....	284 00
	37,943 35
Total.....	\$ 89,054 51

The West Coast shows an increase of \$13,857.44; the Great Lakes an increase of \$389.23, and the East Coast a decrease of \$3,180.55, Net traffic revenue increase, \$11,066.12.

The license fees show an increase of \$21,436.15, and the examination fees an increase of \$39, or a total other revenue increase of \$21,475.15.

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DIRECTION FINDING STATIONS

Bearings were given to ships by the six stations on the East Coast and Pachena Point station on the West Coast during the fiscal year, as follows:—

Station.	Bearings
Chebucto Head, N.S.	2,685
Canso, N.S.	2,516
Yarmouth, N.S. (established January 5, 1924)	642
St. Paul Island, N.S. (established September 24, 1923)	558
Cape Race, Nfld.	4,280
St. John, N.B.	1,043
Pachena, Point, B.C. (established October 29, 1923)	1,000
Total	12,724

PERSONNEL

The personnel of the Radiotelegraph Service during the past year was as follows:—

<i>Government Service—</i>	
Headquarters	24
Coast Stations	61
Land Stations	69
Ship Stations	13
	167
<i>Commercial—</i>	
Headquarters	220
Coast Stations	68
Land Stations	68
Ship Stations	197
	553
Total	720

NEW CONSTRUCTION, ADDITIONS AND ALTERATIONS

WEST COAST

The most important work undertaken during the year was the erection of a Direction Finding station at Pachena. This station was put into operation during September and has proven of very great value to shipping. The reports so far received from shipmasters indicate a high degree of efficiency both as to personnel and apparatus.

The installation of radiotelephone equipments for life-saving purposes was also in hand during the year and pending their completion temporary spark coil sets were installed. An efficient communication service was given between the outside West coast and the Life Saving station at Banfield.

The installation of continuous wave transmitters at Gonzales Hill, Estevan Point, Alert Bay and Digby Island was undertaken and two sets were in operation before the end of the year, at Gonzales and Digby.

The installation of these transmitters is in accordance with the policy of the department in replacing, as rapidly as possible, the obsolete type of spark transmitting apparatus originally installed thirteen to sixteen years ago at eight of the stations on the West coast now operated by this department.

The spark sets have reached the end of their useful life and require extensive replacements. The continuous wave transmitters are far more efficient and cause infinitely less interference than the spark transmitters. They are so designed as to be easily adaptable to radiotelephony by the addition of one minor instrument. This is an important feature as several private stations which connect with our chain of stations have expressed a desire to change their stations to radiotelephony. The four transmitters which have recently been purchased were made entirely in Canada by the Marconi Wireless Telegraph Company of Montreal. They have an input rating of 4 K.V.A.

The workshop staff have been kept busy throughout the year; many minor jobs were done in addition to the larger works mentioned.

Alert Bay.—The masts and rigging at Alert Bay were overhauled. A considerable amount of work was carried out to improve the water supply and sanitary arrangements. The old water tower was taken down and a new tower was built, 15 feet higher than the previous tower to improve the pressure at the dwelling-houses. Two flush toilets were installed in the bathroom of each dwelling-house. A septic tank and new drains were installed and all the water piping and drains were overhauled and repaired.

A new water-cooling tank has been fitted in the engine room.

The tramway track has been repaired and put into good order.

Other minor repairs were made to the dwelling-house.

Bull Harbour.—Two new plunger pumps were made up in the workshop for circulating the cooling water for the engines. These pumps were to replace the rotary pumps previously used which were found to be unsatisfactory. The new pumps have given every satisfaction.

Cape Lazo.—Temporary repairs were made to the roofs and windows which were damaged during a heavy storm. An estimate covering the cost of labour and material required to put the buildings in good order has been submitted. The material has been purchased and is now on the site.

Digby Island.—On January 8 last, a portion of the quarantine wharf collapsed during a heavy gale, thus severing the telegraph cable to Prince Rupert. Upon inspection the cable was found to be beyond repair as it was so badly disintegrated that it would not stand lifting for repairs. Temporary wireless communication was established with Prince Rupert by installing a small valve equipment in the Post Office building at Prince Rupert. A new six-core lead covered submarine cable has been ordered and is now under construction at the factory. It will be installed in the next fiscal year.

Alterations were carried out to the operating house to provide for the installation of the 4 K.V.A. continuous wave set. This set has been installed and is ready for operation.

The interior of the operating house has been painted and put in good condition.

Other minor repairs were carried out to plank walks and platforms.

Estevan Point.—Owing to the danger of fire to the roof and surrounding wooded land in dry weather from red-hot carbon discharged from the vertical exhaust stack of the semi-diesel engine, it was arranged to have the exhaust run horizontally. This was accomplished by cutting a channel in the cement floor and laying the pipe therein. The pipe was carried well past the outside wall of the building.

A small machine shop has been fitted up in one end of the power-house.

A line of shafting driven by a 2-horsepower D.C. motor has been erected and a lathe drill press and emery grinder has been installed. A supply of small bench tools has been provided and the station is now in a position to carry out minor repair work.

The fuel tanks have been painted and connected up.

A hot-water heating system for heating the power-house has been installed.

A small coal-burning water still has been installed for distilling water for batteries.

An I-beam travelling chain hoist has been installed above the Type 1 generators for lifting the armatures.

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The well has been cased in with planking and all exposed water pipes have been boxed in and others buried below frost level.

The bunkhouse has been sheathed in and painted.

Grading has been done by the station staff and wire fencing has been erected around some of the buildings.

The old four-piece mast which was becoming dangerous has been taken down and a new three-piece 200-foot fir mast has been erected in its place. All the rigging and aerials have been overhauled.

A lot of repair work has been carried out on the tramway track.

A considerable amount of testing of the transmitting and receiving circuits has been carried out.

A new condenser was installed on the Type 1 set.

New brush holders have been made up for the two Type 1 generators. These have proved to be quite satisfactory.

Gonzales Hill.—The operating room has been rearranged and lined with panelling.

The new 4 K.V.A. continuous wave transmitter has been installed and is now operating satisfactorily.

A new 200-foot three-piece fir mast was erected and new aerials put up.

The buildings were painted outside.

A ground screen was erected to improve the existing earth in connection with the operation of the valve transmitter.

Pachena Point.—During the summer of 1923 it was decided to carry out a series of tests with the object of finding a suitable site for a Radio Direction Finding station on the West coast of Vancouver island. Test sites were accordingly started at Carmanah and Pachena and a series of test bearings were taken at each place.

It was found that Pachena was the most suitable from all points of view and an additional advantage was the existence there of buildings belonging to the old coast station which, with slight repairs could be utilized as a dwelling and power-house for the Direction Finding station.

In order to immediately give ships the benefit of this new Direction Finding service a temporary operating house was built and the first bearings were given on November 8, 1923. Reports which have so far been received from masters of vessels are very encouraging and show that this station will be a very important aid in navigation.

Construction work is still in progress with the repairs to the old buildings and erection of two new dwellings and a permanent operating house. A 240 ampere-hour Lead Type Emergency Battery has been purchased and will be installed at this station.

Point Grey.—A direction finding aerial has been erected and a Goniometer fitted to assist the operators in cutting out interference when necessary.

The transmitting sets have been overhauled and switches fitted to enable a change of wavelengths.

The water-cooling tanks have been removed and the water mains connected to the engines for cooling.

The interior of the operating room has been painted and minor repairs made to the operating tables, etc. Repairs and alterations were made to the dwelling-house. One inside partition was torn down and the stove and water boiler were placed in the back room. A new chimney was built to enable the stovepipe from the kitchen stove to go direct to this chimney without passing through wooden partitions. The living-room and dining-room were panelled and the interior of the house painted.

Life Saving Stations.—The installation of radiotelephone equipments for the life saving service was placed in hand during the year. These are to provide for communication in case of emergency between the lighthouses at Carmanah, Pachena Point, Cape Beale and the Life Saving station at Bamfield Creek, all on the southern part of the West coast of Vancouver island.

These equipments are of the Type R3-A, manufactured by the Northern Electric Company, Montreal. Pending the completion of these installations, spark coil transmitters were installed as a temporary means of communication, until the telephone sets were in commission and the lightkeepers instructed in their operation. The latter have proved their ability to work the sets with success.

Temporary spark coil transmitters have also been installed at Lennard Island and the Life Saving station at Tofino, and will be in operation until permanent arrangements are made for a cable or radiotelephone.

EAST COAST

Chebucto Head, N.S., D.F.—No new construction work was carried out at this station during the year. The standing rigging was found to be in good condition. The batteries have been overhauled and new separators installed throughout and arrangements are being made to overhaul the engine and replace the crankshaft.

Canso, N.S., D.F.—The standing rigging gear was overhauled and a new topmast band fitted. The jurmast and mainmast were painted and sewerage system overhauled. Work in connection with the outside painting of station buildings has been started.

Cape Race, Nfld., D.F.—The standing rigging was overhauled and a new aerial made up and erected. This new type of aerial wire, No. 42/20, cadmium copper, has proved very successful, as, despite numerous storms, no aerial trouble was experienced during the past winter.

St. John, N.B., D.F.—A new bungalow was built for the accommodation of the senior married operator. The dwelling of the officer in charge was overhauled and repairs carried out. The rigging was overhauled, the mast painted and new irons put on the jurmast. On installation of new direction finding receiver changes were made in the areials, one point of suspension for each aerial loop to jurmast made instead of two suspension points as before, thereby using only one weight on each loop. The station was recalibrated and a change over arranged to use either type of direction finding receiver.

St. Paul Island, N.S., D.F.—To fill a much needed want the department decided to establish a Direction Finding station on St. Paul Island, in the gulf of St. Lawrence. Suitable sites on the island are limited but after a careful survey a test station was erected on the north shore of Atlantic Cove. This station has been giving bearings to ships since September 24, 1923, the date of going into commission. The utility of a Direction Finding station at this location was at once apparent as approximately 200 bearings were given to vessels during the month of November; reports received testify to the accuracy of the bearings given. Further tests carried out by our engineers have justified the selection of the site on Atlantic Cove as the location for the erection of the permanent station. It is proposed during the coming summer to erect a powerhouse and dwelling. This station during the closed season of navigation in the gulf of St. Lawrence is open for communication during limited hours, the staff being correspondingly reduced. The inhabitants of the island are provided with a means of communication to the mainland in the event of an interruption to the existing cable circuit.

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Yarmouth, N.S., D.F.—On account of the prevalence of fog and strong tidal currents, mariners have always experienced great difficulty in ascertaining their position when navigating the southwest coast of Nova Scotia in the vicinity of cape Sable and the Lurcher lightship. The department decided to carry out tests in the vicinity of Yarmouth for the establishment of a Direction Finding station and a site was definitely decided upon a Rockville near Yarmouth and actual construction commenced in November, 1923. The station was placed in commission and gave bearings to vessels on January 5, 1924. This station is taken full advantage of by vessels plying to bay of Fundy ports, and fishing trawlers on the nearby banks. Masters of vessels in the Boston-Yarmouth service are enabled to make the entrance of Yarmouth harbour in the face of most adverse weather conditions. Landline telegraph connection has been installed with the wireless office in the Halifax Dockyard.

Cape Ray, Nfld., Radio Beacon.—The department in carrying out its decision to develop and experiment with the use of radio beacons established an experimental $\frac{1}{2}$ K.W. apparatus in the fog-alarm building at Cape Ray, Nfld. This apparatus, which was made up in the test room at Ottawa, was installed and placed in commission on August 27, 1923, and the results obtained from its operation are highly satisfactory. The beacon transmitter is operated by the fog-alarm attendant during foggy weather.

Anticosti Lightship Radio Beacon.—An automatic key for transmitting a beacon signal from the existing ship set on board was installed and placed in commission on September 18, 1923.

Lurcher Lightship Radio Beacon.—An automatic key for transmitting a beacon signal from the existing ship set on board was installed and placed in commission on January 7, 1924.

Seal Island, N.S., Radio Beacon.—A $\frac{1}{4}$ K.W. beacon apparatus was installed in the fog-alarm building at Seal Island and placed in commission on April 3, 1924. Similarly to Cape Ray, the beacon transmitter is operated by the fog-alarm attendant during foggy weather. This station has been found very useful to ships fitted with direction finding apparatus in rounding cape Sable.

IMPROVEMENTS

An important development during the year in connection with direction finding was the introduction of a new instrument equipped for "Sense Determination."

With the instruments originally supplied, the Direction Finding station gave the ship a bearing of 245 degrees, leaving to the master of the vessel to decide for himself, from his estimated position, which bearing was the correct one. With the new instrument, the above ambiguity is avoided, the ship being furnished directly with its bearing from the station.

Instruments equipped for "Sense Determination" have been carefully tested out and have now been installed at the Red Head (St. John), N.B., St. Paul's Island, N.S., Yarmouth, N.S., and Pachena, B.C., Direction Finding stations, where they are giving excellent results.

Improvements designed by the Radio Branch have also been made in the masthead aerial supporting arrangement at the Direction Finding stations with a view to strengthening them to combat heavy gales and sleet storms; the same were tried out thoroughly during the past winter, and proved very satisfactory. All Direction Finding stations will be fitted with the new arrangement in due course.

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ASSISTANCE RENDERED TO SHIPS DURING THE YEAR BY GOVERNMENT
RADIO SERVICE

WEST COAST

Bull Harbour

SS. *Richmond*.—At 3.20 p.m. on September 29, 1923, The Standard Oil Company steamer *Richmond*, bound Port Alice, reported to the Bull Harbour station ashore in Quatsino sound. At 3.15 a.m. September 30 vessel refloated, reported damage in fore peak only and was able to proceed to Port Alice and thence Prince Rupert without assistance. No distress call was sent out by *Richmond*.

SS. *Redondo*.—At 5.10 a.m. on October 9, 1923, the ss. *Redondo*, bound from Seattle to Alaska, reported to the Bull Harbour station ashore at entrance to Llama passage. Damage to fore part of vessel, was able to get off and proceed on voyage without assistance.

SS. *Algerine*.—At 5.50 p.m. on October 13, 1923, the salvage steamer *Algerine*, bound for wreck of ss. *Kennecott*, on west coast of Queen Charlotte islands, went ashore on Brodie rock, Principe channel, inside Banks island. The *Algerine* sustained serious damage but was able to float off without assistance. Did not proceed on voyage as both engines were out of commission. Tugs *Nanoose* and *Hercules* were despatched from Vancouver to tow *Algerine* to Esquimalt.

SS. *Prince Rupert*.—At 1.05 a.m. on December 8, the ss. *Prince Rupert* reported to the Bull Harbour station ashore at Nealon point, Johnstone channel. The ss. *Princess Beatrice*, which was requested to stand by to render assistance if necessary, succeeded in pulling the *Prince Rupert* off at 12.30 p.m. same day. The *Rupert* reported no damage of any kind and continued on her voyage.

Digby Island

Tug *Cape Scott*.—At 10.30 a.m. on April 3, 1923, the tug *Cape Scott* reported to Digby Island that she was disabled with a broken tail shaft off Bonilla island and needed a tow. At noon the *Newington* was despatched to assistance and brought the tug and her raft in tow to a safe anchorage on the following morning.

Motor Ship *Kennecott*.—At 12.50 a.m. on October 9 the Digby Island station received a distress message from the motor ship *Kennecott*, ashore on the north-west end of Queen Charlotte islands near Dixons entrance. The steamers *Queen*, *Latouche* and *Northwestern* were communicated with but were unable to proceed to the *Kennecott*. At 2 a.m. the U.S.C.G. *Unalga* left Sitka for the *Kennecott*. The steamers *Cordova* and *Surveyor* also went to assistance. The *Cordova* located the *Kennecott* on Hunters point, Graham island. Vessel a wreck; no lives loss.

SS. *Amur*.—On February 8, 1924, the ss. *Amur* went ashore on White Cliffe island. Vessel not equipped with wireless, report being brought to Digby Island by a gas boat. All vessels in vicinity equipped with W/T were notified and requested to render any assistance possible. The *Amur* went ashore at high tide and was not refloated until the high tides of the following week.

Estevan Point

SS. *Lake Gebhart*.—At 3.30 a.m. on May 9, 1923, the Estevan station received a distress message from the ss. *Lake Gebhart*, ashore on rocks south of Umatilla light. At 3.37 a.m. the Tatoosh station was in communication with

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the *Lake Gebhart*. Tatoosh being the nearest coast station, Estevan stood by in case of need. The ss. *Snohomish* and tug *Humaconna* arrived at scene of wreck at 1 p.m. and 10.30 p.m. respectively. An effort was made to pull the *Gebhart* off without success. At 7 a.m. on May 10 the *Algerine* arrived and reported unable effect salvage and returned to Victoria. It was later reported that the *Gebhart* had sunk.

SS. *Claremont*.—At 4 p.m. on October 16, 1923, the North Head station broadcasted a distress message advising ss. *Claremont*, abeam Columbia river lightvessel with boiler trouble and steering gear out of order. The Estevan station assisted by broadcasting the S.O.S. and position of *Claremont*. Later reports intercepted by Estevan to effect that *Claremont* under way proceeding San Francisco; no casualties.

Tug *Dolly C*, Tug *Equator*.—At 2 a.m. on October 10, 1923, the Estevan station received and broadcasted a distress message from the tug *Dolly C* ashore on bar at mouth of Quillayate river. The *Snohomish* and *Tuscarora* were advised but could not assist as only vessels of shallow draught could get over the bar. At 2.30 a.m. the *Dolly C* advised launch standing by and at 2.50 a.m. that no assistance required, tug anchored in midstream. The *Dolly C* had gone to the assistance of tug *Equator* and mishap occurred after crew had been taken off the latter vessel. *Equator* a total loss.

SS. *Stanley Dollar*.—At 8.56 p.m. on October 9, 1923, the Estevan station received a distress message from the ss. *Stanley Dollar* on fire in Lat. 37.30 N. Long. 135.15 W. The San Francisco and Eureka California coast stations were in touch with the *Dollar*, also several steamers in vicinity. Estevan at request of the Eureka station which was troubled with interference broadcasted the S.O.S. The ss. *Burford* gave distance about 100 miles from the distressed vessel and the ss. *Lacrescenta* as 160 miles. The *Dollar* declined immediate assistance, stating fire under control. Ship later advised fire under control and proceeded San Francisco. No casualties reported.

SS. *Shinkokumaru*.—At 10.30 p.m. on November 1, 1923, the Estevan station received a distress message from the ss. *Shinkokumaru* in Lat. 51.47 N. Long. 162.46 W, vessel helpless with broken tail shaft. The ss. *Algonquin* went to her assistance and on November 3 reported she had the *Shinkokumaru* in tow and making for seaward. On November 5 the *Algonquin* had to drop the *Shinkokumaru* when her towing bits broke. Vessel afterwards towed in by tug *Humaconna*.

SS. *Author*.—At 11.40 p.m. on December 24, 1923, the ss. *Author* sent out a distress call, giving position Lat. 47.5 N. 124.5 W. As the *Author* was in vicinity of the North Head station, Estevan stood by. Later the *Author* directed all communications to Estevan as on account of the ship rolling badly and instruments moving out of place also noise of gale made it difficult to hear the American stations. At 9 a.m. on December 25, the weather moderated and ship was advised that tugs were on the way to assistance. The *Author* was later picked up by the tug *Sea Monarch* and towed to port. The *Author* was also assisted by the Pachena Direction Finding station. Pachena took and forwarded several bearings.

SS. *Tatjana*.—At 3.20 a.m. on February 27, 1924, the Pachena Direction Finding station advised Estevan a vessel signing Call Letters TTC (query) was calling. Estevan called vessel without response. At 3.49 a.m. a call was picked up from the TTR ss. *Tatjana* and an effort made to clear business through excessive interference. Parts of the message to effect "Struck", "Leaking

badly" were copied and a request was immediately broadcasted for all ships and stations to standby. The *Tatjana* later advised that immediate assistance not necessary as apparently no immediate danger. At 5.50 a.m. the ss. *Snohomish* advised ready to go to assistance. The Tofino Life-boat and C.G.S. *Estevan* were also advised of wreck. The *Armentiers* proceeded to Barclay sound to assist. The *Tatjana* did not carry an operator and the wireless set was operated by one of the officers, until it went out of commission.

SS. *Columbia*.—At 10 a.m. on February 17, 1924, the *Estevan* station stood by for the ss. *Columbia*, who had reported in trouble at Coos bay, struck jetty and in danger of breaking up. The Empire Oregon Coast station rendered necessary attention to *Columbia*.

Gonzales Hill

U.S.S. *Henderson*, U.S.S. *Zeilin*.—At 7.30 a.m. on August 28, 1923, the U.S.S. *Henderson* collided with the U.S. destroyer *Zeilin* in vicinity of Port Townsend. The American naval authorities handled the situation, which apparently did not warrant Gonzales Hill advising the Pacific Salvage Company of the accident.

SS. *Siberian Prince*.—At 1.45 a.m. on August 29, 1923, the ss. *Siberian Prince* called "C.Q." ashore on Bentinck island. At 2.20 a.m. the Pacific Salvage Company took charge of the situation.

SS. *Handasan Maru*, SS. *Rainier*.—At 3.43 a.m. on August 28, 1923, the ss. *Mandas Maru* reported colliding with the ss. *Rainier* 5 miles south southwest of Race Rocks. At 7.08 a.m. the Pacific Salvage Company were notified of collision and immediately despatched the *Algerin*, which was successful in locating the *Rainier* in a waterlogged condition and towed her to Esquimalt.

Point Grey

SS. *Camosun*.—At 12.30 a.m. on November 16, 1923, the ss. *Camosun* inward bound went ashore near the First narrows during a thick fog. Constant communication was maintained and particulars reported to the manager of the Union Steamship Company. The *Camosun* subsequently floated about 10 a.m. and proceeded to port without assistance. No apparent damage was reported.

SS. *Princess Adelaide*.—At 5.30 a.m. on November 18, 1923, the ss. *Princess Adelaide* inward bound struck on the sand seven miles east of Sandheads during a thick fog. Constant communication was maintained and progress intermittently reported to Captain Neroutsos of the C.P.R. The ss. *Princess Maquinna* being in the vicinity stood by until advised by Captain Neroutsos to continue voyage. The *Adelaide* floated during the morning and proceeded to Port without assistance. No apparent damage was reported.

EAST COAST AND GREAT LAKES

SS. *Imperoyal*.—At 3.25 a.m. on June 15, 1923, the ss. *Imperoyal*, bound from Montreal to Halifax, stranded on Grimes rock near Cranberry island, N.S. Shortly after vessel struck a message was despatched via the Sable Island station to the owners at Halifax, notifying them of accident. The Direction Finding station at Canso then inquired whether the C.G.S. *Arras*, which was then at Canso, could assist, whereupon the master of the *Imperoyal* requested that the *Arras* be sent out. Before the *Arras* reached the *Imperoyal*, however, the latter had succeeded in getting off the rock; nevertheless the *Arras* escorted the *Imperoyal* to Halifax, which port was reached at 11.40 p.m. the same day. The *Imperoyal* sustained some damage and was placed in drydock at Halifax.

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SS. *Mincio*.—At 2.30 a.m. on October 2, 1923, the Grindstone Island and Fame Point stations received a distress message from the ss. *Mincio* in Lat. 48.07 N. Long. 62.00 W., reporting steering gear damaged. Grindstone requested all stations to standby to permit of communication between the *Mincio* and *Comino*, which latter vessel was close at hand. Meantime Fame Point reported the matter to Marine Department and Superintendent Signal Service, Quebec. The *Mincio* was constantly in touch with the *Comino* and at 4.25 a.m. in answer to Fame Point's query as to whether that station could be of service in any way a negative reply was given. At 9.20 p.m. same date the *Mincio* advised Fame Point that temporary repairs had been effected to steering gear and that she was proceeding to Sydney, N.S. under own steam. The *Mincio* assisted by the ss. *Twickenham* reached Sydney on October 4.

SS. *Richelieu*.—At 3.23 a.m. the Quebec station received a distress message from the ss. *Richelieu*, aground at Lotbiniere in dense fog. Quebec made arrangements for tugs to proceed to assistance. At 7.25 a.m. the *Richelieu* reported that she had refloated and that the tug *Lord Strathcona* was standing by. Damage, if any, not reported.

SS. *Mapledawn*.—At 10.15 p.m. on June 1, 1923, the ss. *Mapledawn* reported to the Montreal station aground at Plum Island Vercheres. The vessel's owners and Signal Service were immediately notified. A tug was despatched and with its assistance the *Mapledawn* was released at 6.10 a.m. June 2. Damage, if any, not reported.

SS. *Canadian Adventurer*.—At 11.30 p.m. on May 23, 1923, the ss. *Canadian Adventurer* reported through the Point Edward station that she was aground on gravel bottom, St. Clair middle ground, St. Clair river; steering gear jammed but undamaged otherwise. A tug and lighter were ordered from Sarnia and ship was refloated on May 25, at 1 p.m.

SS. *Canadian Trader*.—At 8 a.m. on August 16, 1923, the ss. *Canadian Trader* went ashore at head of Russel isle, St. Clair river. Arrangements were made through the Point Edward station for despatch of a tug to assist and at 10 a.m. the *Trader* was refloated after having lightered part of cargo. It was reported that there was no apparent damage.

SS. *Berryton*.—At 7.25 p.m. on September 29, 1923, the ss. *Berryton* reported to the Point Edward station that she had been struck by the ss. *Bennington* in Detroit river opposite Detroit; the bow of the *Berryton* was said to be damaged. The Point Edward station forwarded a report immediately to Matthews Steamship Company, Toronto, and endeavoured to get details regarding the *Bennington* but failed as this vessel was not equipped with W/T. The *Berryton* remained at anchor until extent of damage was ascertained and reports passed to owners. The *Berryton* afterwards proceeded to Port Arthur and effected repairs.

SS. *Devereaux*.—At 8.28 a.m. on October 7, 1923, the Point Edward station received a message from the ss. *J. A. Kling* to the effect that the ss. *Devereaux* was disabled off Bar point and required assistance. The information was conveyed to the addressee of the message and efforts were made by Point Edward to obtain further details but all that could be ascertained from the *J. A. Kling* was that it was thought to be engine trouble on the *Devereaux*. No further information was received but it was believed that the vessel subsequently proceeded on her voyage. The *Devereaux* was not equipped with W/T.

SS. *Calcite*.—At 9.30 a.m. on November 20, 1923, the following message was received at the Point Edward station from the ss. *Calcite*, "we are aground in ship's channel close to Huron lightship; please find out if water is low at

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Point Edward." The master was informed that report from Marine Reporters, Port Huron, states that water is down two feet there. It being ascertained that the *Calcite* was in no immediate danger and that there was room in the channel for other ships to pass, Point Edward broadcasted the following: "Steamer *Calcite* aground in ship's channel near Huron lightship; advise Captains when passing her." Messages to and from the *Calcite* were handled via Point Edward and Rogers City stations until vessel refloated at 3.30 p.m. same date. No damage was reported.

SS. *Home Smith*.—At 11 a.m. on December 4, 1923, the ss. *Home Smith* reported to the Point Edward Station aground on sand bottom at outside end inside piers in mid channel, Goderich harbour. Point Edward broadcasted notice to all ships bound Goderich. The *Home Smith* was released at 4.30 p.m. same date and proceeded to dock. No damage reported.

SS. *Maplecourt*.—At 4.35 a.m. on December 15, 1923, the ss. *Maplecourt* reported via the Point Edward station aground in mid channel, Goderich harbour, 300 feet from inner piers. After ascertaining that no immediate assistance was required of him Point Edward notified all vessels bound Goderich. With assistance of tug *Sarnia City* the *Maplecourt* was released at 1.30 p.m. December 16, and proceeded to dock. Extent of damage unknown.

SS. *Mapledawn*.—At 9.10 p.m. on December 17, 1923, the ss. *Mapledawn* reported to the Point Edward station, grounded while entering Goderich on south side of channel. Tug *Sarnia City* working to release us. As no other steamers were bound for Goderich no broadcast of this information was made. Point Edward gave immediate despatch to all messages exchanged between master and owners. Several futile attempts were made by tugs to pull vessel off. The *Mapledawn* was lightered and refloated at 2 a.m. on December 20, and proceeded to dock. No damage was reported.

SS. *Morrow*.—At 2.10 a.m. on May 15, 1923, the ss. *Morrow* reported to the Tobermory station that she was aground on southwest bank, Cove island. The vessel's owners were communicated with promptly and tugs *Harrison* and *Keenan* despatched to assist. The *Morrow* was released at 4.00 p.m. on May 16 and proceeded on voyage to Byng inlet.

SS. *Glenstriven*.—At 7.30 a.m. on November 16, 1923, the ss. *Glenstriven* grounded on southwest shoal, Cove island. The vessel was not equipped with W/T so messages were conveyed by boat to the Tobermory station and transmitted from there to the Midland station. The owners were notified and arrangements made for assistance. The *Glenstriven* was released by the Reid Towing and Wrecking Company on December 5th at 6.00 p.m. and taken to Collingwood for repairs. During salvaging operations special attention was given to the handling of traffic between Tobermory and Midland.

SS. *J. Frater Taylor*.—At 5.10 a.m. on July 19, 1923, the ss. *J. Frater Taylor* ran aground at the entrance of Little Rapids cut. Messages exchanged between the master and owners were transmitted via the Sault Ste. Marie station. At 7.30 a.m. same date the *Taylor* was refloated with assistance of tugs and with no apparent damage.

SS. *Cayuga*.—At 9.10 a.m. on July 29, 1923, the ss. *Cayuga* from Toronto to Lewiston, N.Y., grounded off the mouth of Niagara river in dense fog. No distress call was sent out but the master communicated via the Toronto station with his owners and also notified the master of the ss. *Chippewa* of the same

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line by W/T. The latter vessel proceeded to assistance and took off passengers after which the *Cayuga* was refloated at 11.50 a.m. same date and proceeded under her own steam to port of destination. All messages were handled expeditiously.

Car Ferry *Ontario No. 1*.—January 6-8, 1924, during a heavy gale the Car Ferry *Ontario No. 1* was driven from her course and forced to head into the storm from west. She proceeded in that direction for about 20 miles until shelter was found under mainland at Port Credit, Ont. A number of messages exchanged between the master and shore captain were handled via the Toronto station. Toronto also retransmitted a message from Car Ferry *Ontario No. 2* to Car Ferry *Ontario No. 1* advising that light on West pier at Cobourg burning dimly.

SS. *Luzon*.—At 8.40 p.m. on October 7, 1923, the ss. *Luzon* went ashore on the northeast of Passage island. This vessel was not equipped with W/T. At 11 a.m. on October 8 whilst the ss. *W. C. Franz* was passing Passage island a boat carrying the second mate of distressed ship was despatched from the passage lighthouse to the *Franz* and it was then learned that the *Luzon* was in bad shape and her master seriously ill. Messages were sent immediately by the master of the *Franz* via the Port Arthur station notifying the ship's interests of the situation, whereupon prompt steps were taken to render aid. The barge *Empire* handled lightering operations and as that vessel had W/T all interested parties were kept in touch with operations via the Port Arthur station. The *Luzon* was released on October 9 at 9 p.m. after 50,000 bushels of grain had been lightered.

SS. *Samuel Mather*.—At 1.15 p.m. on October 20, 1923, the ss. *Manitoba* reported by W/T to the Port Arthur station that the ss. *Samuel Mather* was ashore at Keweenaw point. Port Arthur immediately informed the Wolvin Vessel Agency (local representatives of the Interlake Line). The barge *Empire* was despatched to assistance on October 21. It is understood that the *Samuel Mather* was released by vessels of her own line and towed by them to Duluth for repairs. Extent of damage unknown. The *Mather* was not equipped with W/T.

GENERAL

SS. *G. R. Crowe*.—At 1.35 p.m. on August 24, 1923, the W/T operator of the ss. *G. R. Crowe* was instructed by his master to transmit the following distress call: "S.O.S. *G. R. Crowe* wants assistance at once, Lat. 22-58 N., Long. 93.09 W." The call was repeated continuously until 2.45 p.m. when the ss. *Olna* replied that she was 42 miles north and proceeding to assistance. A few minutes later the *Olna* corrected her position to that of 20 miles south of position given by *G. R. Crowe*. At 5 p.m. the *Olna* reached the distressed ship and about midnight took her in tow. At 3 p.m. on August 25 the *Olna* was compelled to relinquish her tow and broadcasted the following by W/T: "SS. *G. R. Crowe*, position 23.16 N. 93.35 W., requires assistance; she has carried away all our towing gear so we cannot render further aid." This message was answered by the U.S.S. *Pennsylvania*, which vessel was then 34 miles southwest and reported that she would reach the *G. R. Crowe* in three hours. At about 6 p.m. the *Pennsylvania* arrived on the scene and stood by until daylight August 26, when she took the *G. R. Crowe* in tow and arrived at Galveston at midnight August 28.

SS. *Kyosei Maru*.—At 6.30 p.m. on January 4, 1924, the ss. *Kyosei Maru* sent out S.O.S. sinking and want immediate assistance, Lat. 49.40 N., Long. 147E. This call was picked up by the ss. *Empress of Russia*, who shortly afterwards put about and proceeded in direction of position given. At 4.17 p.m. the *Empress of Russia* communicated with the ss. *Harold Dollar* and advised that vessel of the plight of the *Kyosei Maru*. At 4.50 p.m. the *Harold Dollar* informed the *Russia* she was going to assistance, whereupon the latter vessel resumed her regular course. At 5 p.m. the *Harold Dollar* advised *Empress of Russia* that her deckload had shifted and steering gear jammed, could not proceed. At 5.45 p.m. the *Kyosei Maru* advised *Empress of Russia* that she required assistance and latter replied making all possible speed. At 4.10 a.m. January 5 communication was established between the *Empress of Russia* and ss. *President McKinley*. After the latter vessel had verified position of *Kyosei Maru* by means of her D.F. apparatus, and it was ascertained that the *Russia* had insufficient coal supply to continue search the *President McKinley* proceeded to distressed vessel. At 11.10 p.m. the *President McKinley* broadcast information having sighted *Kyosei Maru* and would stand by to take off all hands. At 6.35 a.m. on January 6 entire crew were taken off ship which was in sinking condition. Information was broadcast that *Kyosei Maru* was floating in Lat. 49.25 N., Long. 178.41 E., and was dangerous to navigation.

DIRECTION FINDING STATIONS

SS. *Advance*.—At 19.19 G.M.T. on July 2, 1923, the Chebucto Head D.F. station intercepted a distress message from the ss. *Advance*, ashore Shut-in island, rush assistance. W/T bearing 50° was being transmitted by Chebucto to the ship when she struck. W/T bearing given the *Advance* at 11.37 G.M.T. was 206°; no bearings were taken between 11.37 and 14.15 G.M.T., during which time ship covered an arc of 148°, Sambro to Shut-in island. The Halifax wireless officer was immediately notified. Passengers and crew landed safely at Halifax. Ship broke in two, total wreck.

SS. *River Wye*.—At 11.10 G.M.T. on November 24, 1923, the Chebucto Head D.F. station received a distress message from the ss. *River Wye*, bound Boston, advising ashore Cape Sable, ship breaking up, require immediate assistance. Chebucto gave bearing at 11.56 G.M.T. 240½ degrees. This did not put vessel on cape Sable, but about half way between Chebucto and cape Sable. Ship not sure of position. Steamers *Natirar*, *Ripple* and *Lady Laurier* advise vessel ashore Port Mouton island, which apparently confirms bearing given. The Halifax dockyard was kept fully advised; later ship broken in two, total loss. Crew landed safely.

SS. *Carlsholm*.—At 16.50 G.M.T. on January 1, 1924, the ss. *Carlsholm* advised the Chebucto Head station, ashore Sable island. Will try to come clear of banks. Chebucto was unable to obtain bearing owing to interference; ss. *Slyvia* standing by. The Halifax wireless officer was advised. At 17.25 G.M.T. bearing 102½° approx. At 17.30 G.M.T. the *Carlsholm* refloated. No damage.

SS. *Cymric Queen*.—At 21.00 on April 26, 1923, the Canso D.F. station received a distress message from the ss. *Cymric Queen*, bound Louisburg from Barrow in Furness, advising ashore in packed ice in Lat. 45.35½ N., Long. 60.35½ W.; in no immediate danger but have asked Sydney for assistance. No bearing was requested until after vessel went ashore. Bearing given 43° correct. Triplicate bearings offered but *Cymric Queen* stated not necessary. Vessel refloated on May 20. The tug *Marshall* sent to her assistance ran aground at cape Hogan and became total loss, crew saved. The Halifax wireless officer was kept fully advised of proceedings.

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SS. *Jan*.—At 13.50 on May 16, 1923, the Canso D.F. station intercepted the following from the Grindstone Island station: "Danish steamer *Jan* ashore Northumberland straits, Southpoint, P.E.I.; leaking badly, requires immediate assistance. No bearing given this vessel prior to or after going ashore. Halifax wireless officer advised.

SS. *Obernai*.—At 07.08 on March 8, 1924, the Canso D.F. station intercepted a distress message broadcasted by the Galantry Coast station, St. Pierre, to the effect that ss. *Obernai*, position 46.45 N., 58.34 W., leaking badly in stokehold. Bearings were given *Obernai* by Canso D.F. 53 $\frac{3}{4}$ °, and St. Paul Island D.F. 109 $\frac{1}{2}$ °. The *Kungsholm* proceeding to assistance was given several bearings by Chebucto Head, Canso and St. Paul Island D.F. stations. Master of *Kungsholm* advised, bearings given of great assistance. Crew of *Obernai* took to boats and were later picked up by the *Kungsholm*.

SS. *Marvale*.—At 19.25 on May 21, 1923, the Cape Race D.F. station received a distress message from the ss. *Marvale*, bound from Montreal to British ports. No bearings were requested by the *Marvale*, Halifax wireless officer advised.

SS. *Oaknudsén*.—On June 30, 1923, the ss. *Oaknudsén* went ashore on Gull point, St. Marys bay, Nfld. Cape Race D.F. had no communication with this vessel and no bearings were given.

SS. *Troutpool*.—At 00.10 on October 1, 1923, the Cape Race D.F. station intercepted a distress message advising ss. *Troutpool* ashore west side St. Pierre island. No bearings were given, Halifax wireless officer advised. The *Troutpool* broken in two; total wreck, no loss of life.

SS. *A'Uroch*.—At 00.45 on October 2, 1923, the ss. *A'Uroch* stranded 3 miles from St. Pierre. All crew landed. No bearings given by Cape Race D.F. Halifax wireless officer advised.

Cruiser *Carvall Hoaríjo*.—At 12.20 p.m. local time on August 31, 1923, the Portuguese cruiser *Carvall Hoaríjo* ran ashore 30 miles south of St. John's, Nfld. Cape Race D.F. had no communication with this vessel and gave no bearings. Halifax wireless officer advised.

SS. *Pluto*.—At 6 a.m. on May 17, 1923, the ss. *Pluto* ran ashore on Quaco ledge. No distress call sent out. Vessel refloated later and proceeded to St. John, N.B. The St. John D.F. station handled messages exchanged between the *Pluto* and owners. No bearings given between 00.15 and 06.00 G.M.T. when accident occurred. The marine agent and Halifax wireless officer were advised.

C.G.S. *Aberdeen*.—At 17.03 G.M.T. on October 13, 1923, the St. John D.F. station received a distress message from the C.G.S. *Aberdeen*, ashore on Black ledge, sea island. The call was answered immediately, and all concerned notified. Accurate bearings were given to C.G.S. *Laurentian* while proceeding with C.G.S. *Arlex* to assistance.

BOARD OF STEAMBOAT INSPECTION

REPORT OF CHAIRMAN, FRANK McDONNELL

STAFF

Mr. Bert Mantrop, Steamship Inspector at Victoria, B.C., was transferred to the port of Toronto, Ont. Mr. J. T. Mathews was transferred from Edmonton to Vancouver.

Approval has been given to the establishment of an additional position as Steamship Inspector at the port of Montreal, the inspector to act in the dual capacity.

LEGISLATION

Two important changes were made in Part VII of the Canada Shipping Act concerning the inspection of steamships. By chapter 35, an Act assented to on June 30, 1923, sections 5 and 6, provision was made for

- (a) the acceptance, in the case of passenger ships, of certificates of inspection issued by the Government of Great Britain or by the Government of a British possession.
- (b) the acceptance, in the case of sea-going cargo ships, of survey by an exclusive surveyor to an approved classification society when made at any port or place outside Canada other than on the Great Lakes and connecting waters, or any other port or place specified by the Governor in Council.

In the above amendments power is given to the Governor in Council, in the case of (a), to direct that Part VII of the Act or certain parts thereof shall or shall not apply, and, in the case of (b), to make regulations governing the acceptance of a survey as described.

BOARD MEETINGS

The usual board meetings to deal with questions arising out of the administration of the steamship inspection service were held during the fiscal year.

Board meetings were also held to examine the qualifications of candidates for the positions of steamship inspector at the ports of Montreal and Kingston.

ENGINEER EXAMINATIONS

During the fiscal year 309 candidates for certificates of competency were granted certificates as marine engineers. In addition 76 temporary engineer certificates were issued.

Appended will be found a list of the Steamboat Inspection staff during the fiscal year, also table showing the number of inspections made, fees collected, etc.

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STEAMBOAT Inspection Staff for the Dominion of Canada During the Fiscal Year
Ended March 31, 1924.

SENIOR STEAMSHIP INSPECTORS

Name of Inspector	Headquarters	Division
N. A. Currie.....	Halifax, N.S.....	Nova Scotia
P. W. Lyon.....	Toronto, Ont.....	Western Ontario, Toronto and Collingwood.
H. G. Robinson.....	Vancouver, B.C.....	British Columbia

INSPECTORS ACTING IN DUAL CAPACITY

C. E. Dalton.....	St. John, N.B.....	New Brunswick and Prince Edward Id.
J. A. Samson.....	Quebec, Que.....	Quebec
J. E. Lunan.....	Montreal, Que.....	Montreal
J. B. Stewart.....	Toronto, Ont.....	Western Ontario, Toronto
W. I. Mackenzie.....	Toronto, Ont.....	" Toronto
R. C. Blyth.....	Collingwood, Ont.....	" Collingwood
W. J. Vigers.....	Port Arthur, Ont.....	" Port Arthur
*J. T. Matthews.....	Edmonton, Alta.....	Saskatchewan, Alberta and N.W.T.
A. Farrow.....	Vancouver, B.C.....	British Columbia
T. McC. Stephen.....	Vancouver, B.C.....	British Columbia
W. J. Cullum.....	Victoria, B.C.....	British Columbia
†B. Mantrop.....	Victoria, B.C.....	British Columbia

INSPECTORS OF BOILERS AND MACHINERY

D. J. Murray.....	Halifax, N.S.....	Nova Scotia
F. X. Hamelin.....	Sorel, Que.....	Sorel
J. T. Gardham.....	Montreal, Que.....	Montreal

INSPECTORS OF HULLS AND EQUIPMENT

A. McDougall.....	Halifax, N.S.....	Nova Scotia
D. K. O'Brien.....	Halifax, N.S.....	Nova Scotia
Capt. W. R. Bennett.....	St. John, N.B.....	New Brunswick and Prince Edward Id.
P. Ducloux.....	Quebec, Que.....	Quebec
M. R. Davis.....	Kingston, Ont.....	Kingston
S. D. Andrews.....	Collingwood, Ont.....	Western Ontario, Collingwood

INSPECTORS OF SHIPS' TACKLE

A. McDougall.....	Halifax, N.S.....	
J. M. Martin.....	St. John, N.B.....	
A. Duval.....	Montreal, Que.....	

* Mr. Matthews was transferred to the port of Vancouver in October, 1923.

* Mr. Mantrop was transferred to the port of Toronto in December, 1923.

TABLE Showing the Number of Inspections Made, Fees Collected, etc., during the Year Ending March 31, 1924.

Division	Number of Inspections made, with Gross Tonnage of Vessels Inspected			Number of Vessels not inspected, with Gross Tonnage			Total Number of Vessels subject to Inspection when in Commission, with Gross Tonnage			Number of Vessels added to the Dominion, with Gross Tonnage			Number of Vessels lost, broken up, or destroyed, with Gross Tonnage			Fees collected by Inspector(s)	
	Vessels Registered or owned in the Dominion		Vessels Registered or owned elsewhere	Vessels Registered or owned elsewhere		Gross Tonnage	Vessels Registered or owned elsewhere		Gross Tonnage	Vessels Registered or owned elsewhere		Gross Tonnage	Vessels Registered or owned elsewhere		Gross Tonnage	On account of Inspections of Engineers	On account of Inspections of Engineers
	No.	Gross Tonnage		No.	Gross Tonnage		No.	Gross Tonnage		No.	Gross Tonnage		No.	Gross Tonnage		\$	\$
Halifax, N.S.	170	142,434	13	25	11,508	208	185,977	1	1,097	5	875	15,642 00	219 00				
St. John, N.B.	91	62,269	2	79	119,395	172	185,972	7	8,431	2	719	3,500 00	56 00				
Quebec, P.Q.	60	33,196	1	25	1,450	86	34,994	2	2,993	8	5,055	4,800 00	87 00				
Sorel, Que.	102	72,863	3	28	12,190	131	83,263	6	2,293	7	5,826	6,260 00	91 00				
Montreal, Que.	183	311,162	6	118	57,212	304	371,364	2	35	9	823	18,737 60	453 00				
Kingston, Ont.	45	48,719	4	43	25,154	94	82,722	2	5,828	2	9,171	5,743 00	240 00				
Toronto, Ont.	280	180,511	44	30	4,257	354	223,248	5	1,760	1	20	23,772 50	81 00				
Collingwood, Ont.	104	66,472	2	20	3,527	126	74,156	2	625	4	386	6,755 00	36 00				
Port Arthur, Ont.	68	22,751	2	85	3,583	155	31,074	2	2,498	8	956	3,370 00	359 00				
Vancouver, B.C.	253	162,696	13	39	22,032	305	301,407	18	4,570	3	668	20,999 55	214 00				
Victoria, B.C.	107	69,604	25	22	534	151	185,955	5	4,570			8,220 00					
Totals	1,463	1,172,677	112	514	263,042	2,089	1,762,052	50	27,528	49	24,499	119,799 65	1,836 00				

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APPROPRIATION AND EXPENDITURE

The parliamentary appropriation for the Marine Department for the fiscal year 1923-24 was \$7,051,424.61; the expenditure \$6,424,251.18; leaving an unexpended balance for the department of \$627,173.43.

CORRESPONDENCE

The number of letters received during the fiscal year 1923-24 was 118,424, as against 116,631 in 1922-23, an increase of 1,793.

The number of letters sent out during the fiscal year 1923-24 was 33,000; this does not include 8,000 circular letters dispatched.

The above statements do not include letters received and sent out by new branches transferred from Naval Service, or Fisheries Branch, a portion of these letters pass through the Central Registry.

NEW LEGISLATION

During the parliamentary session of 1923 new legislation affecting the department was enacted as follows:—

14-15 George V, Chapter 72.—An Act to provide for further advances to the Vancouver Harbour Commissioners; assented to July 19, 1924.

14-15 George V, Chapter 58.—An Act to amend the Montreal Harbour Commissioners Act, 1894; assented to July 19, 1924.

14-15 George V, Chapter 49.—An Act to amend the Inland Water Freight Rates Act, 1923; assented to July 19, 1924.

14-15 George V, Chapter 11.—An Act to amend the Canada Shipping Act, section 953; assented to July 19, 1924.

14-15 George V, Chapter 12.—An Act to amend the Canada Shipping Act, to give effect to certain Draft Conventions adopted by the International Labour Conference of the League of Nations; assented to July 19, 1924.

14-15 George V, Chapter I.—An Act for granting to His Majesty certain sums of money for the public service of the financial year ending March 31, 1925; assented to April 4, 1924.

A. JOHNSTON,

Deputy Minister of Marine and Fisheries.



FIFTY-SEVENTH
ANNUAL REPORT
OF THE
FISHERIES BRANCH

Department of Marine and Fisheries

FOR THE YEAR

1923-24

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1924

*To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B.,
G.C.M.G., M.V.O., Governor General and Commander in Chief of the
Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency and the Parliament of Canada, the fifty-seventh annual report of the Fisheries Branch of the Department of Marine and Fisheries.

I have the honour to be,

Your Excellency's most obedient servant,

P. J. A. CARDIN,

Minister of Marine and Fisheries.

DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, AUGUST, 1924.

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DEPUTY MINISTER'S REPORT

To the Hon. P. J. A. CARDIN,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit the Fifty-seventh Annual Report of the Fisheries Branch of the Department, which is for the fiscal year ended March 31, 1924.

The report deals with the following subjects:—

- Review of the Fisheries of 1923.
- Operation of the Fish Inspection Act.
- Operation of the Meat and Canned Foods Act.
- Fisheries Intelligence Service.
- Fish Publicity Campaign.
- Fishing Bounty.
- Fish Culture.
- Work of the Biological Stations.
- Educational Effort.
- Natural History Observations.

Appendices to the report include the following:—

- Reports of Inspectors of Fisheries.
- Fisheries Expenditure and Revenue.
- Fishways and Removal of Obstructions.
- Work of C.G.S. *Arleux* and *Arras*.
- Summary of Licenses issued.
- Entries of United States Fishing Vessels.

REVIEW OF THE FISHERIES OF 1923

The catch of fish on both the Atlantic and Pacific coasts during the year was slightly less than in the previous year, while the production for Ontario and the West is slightly higher. The total marketed value of the fisheries of Canada for the year was about three quarters of a million dollars greater than in 1922.

The following table shows the marketed value of the fisheries, by provinces, compared with that of the preceding year:—

	1923	1922
Nova Scotia.....	\$ 8,448,385	\$ 10,209,258
New Brunswick.....	4,548,535	4,685,660
Prince Edward Island.....	1,754,980	1,612,599
Quebec.....	2,100,412	2,089,414
Ontario.....	3,159,427	2,858,122
Manitoba.....	1,020,595	908,816
Saskatchewan.....	285,643	245,337
Alberta.....	438,737	331,239
British Columbia.....	20,795,914	18,849,658
Yukon Territory.....	11,917	10,107
	<hr/>	<hr/>
	\$ 42,565,545	\$ 41,800,210

ATLANTIC FISHERIES

Cod, Haddock, Hake and Pollock.—There were 2,242,000 cwts. of these fish landed during the year compared with 3,045,000 cwts. in the preceding year. A decrease in the catch of cod accounts chiefly for the difference. There were 1,773,000 cwts. of cod landed, which is 547,000 cwts. less than in the year previous. There was a curtailment in the Lunenburg fishing fleet, only eighty vessels operating, which is the smallest number for twenty years and nineteen less than in 1922. The catch of haddock was about the same as in the previous year. Only 93,000 cwts. of hake and 71,000 cwts. of pollock were landed. These are decreases of 169,000 cwts. and 83,000 cwts. respectively from the landings of the year before.

Mackerel, Herring and Sardines.—There was a decrease of these fish of 410,000 cwts. in the catch, only 1,102,000 cwts. being taken. The quantity of herring taken was 691,000 cwts., which was 80,000 cwts less than the year before. Pickled herring reached a very low value, selling for \$4 per barrel. The smoked herring business at Grand Manan was a failure owing to few herring suitable for smoking being taken at the weirs. It would seem that while herring of a suitable size for smoking were plentiful outside in the waters of the bay they were not driven into the weirs by their natural enemies, as is usually the case.

The mackerel catch decreased from 251,000 cwts. in 1922 to 142,000 cwts. The spring run of these fish was small and prices were low, the latter being due to the fact that there was a heavy run off the New England shore and a number of dealers had large stocks in cold storage from the 1922 run, for which a high price had been paid. Conditions, however, improved somewhat towards the end of the year.

The sardine catch shows a decrease. There were 135,000 barrels taken compared with 245,000 barrels in 1922. Owing to the scarcity of these fish the price increased considerably and the sardine fishermen were much better off than for some seasons.

Other Sea Fish.—The quantity of halibut decreased by 11,000 cwts., only 20,000 cwts. being taken. Swordfish were landed in larger numbers, the catch being 14,000 cwts. Albacore and flounders show increased catches, but there was a decrease in the catch of tomed.

Shellfish.—The lobster season opened under very bad conditions, the drift ice around the coast being such as to prevent the setting of traps at the commencement of the season. Fishing conditions improved, however, later on, with the result that each of the provinces show an increased catch except Nova Scotia, the decrease in the latter province being only 900 cwts.

The total catch was 382,000 cwts., as compared with 364,000 cwts. in 1922. The catch by provinces was:—

Nova Scotia.....	173,000 cwts.
New Brunswick.....	74,000 "
Prince Edward Island.....	97,000 "
Quebec.....	38,000 "

Prince Edward Island shows the largest increase, of about 10,000 cwts.

As the season advanced the market for the canned lobster became poor, with the result that the live lobster industry received considerable impetus, especially in New Brunswick and Prince Edward Island. On account of the success attained by the shippers of live lobsters during the 1923 season it is thought that a larger proportion of the catch will be shipped alive from these districts in future.

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The catch of oysters was about 4,000 barrels greater in 1923, 21,000 barrels being taken.

Clams and scallops were taken in about the same quantities as in the preceding year.

River Spawning Fish.—The catch of salmon was 46,000 cwts., or an increase over the preceding year of 9,000 cwts.

The quantity of smelts taken decreased by 19,000 cwts., only 63,000 cwts. being caught. This was due to the open season during the early part of the winter, when the ice did not form and it was impossible to set nets. New Brunswick was the chief loser in this fishery, the other provinces producing practically the same quantity as in the previous year. On account of the scarcity of these fish the price received by the fishermen was the highest for some time, with the result that the marketed value was somewhat greater than in the preceding year.

The quantity of alewives taken was slightly greater than in the preceding year, the decrease in the Nova Scotia catch being more than made up by the increased catch in the St. John, N.B., district.

INLAND FISHERIES

There was an increase in the production of the inland fisheries, with the exception of whitefish and tullibee in the province of Manitoba. While the catch of whitefish decreased in lake Winnipeg, there was an increase in Ontario, Saskatchewan, and Alberta, which brings the catch up to the same as the previous year. The decrease in the catch of this species in lake Winnipeg is attributed by some to the fact that the fish did not school and kept scattered, making it hard for the fishermen to locate them.

An increase of about 19,000 cwts. is noted in the catch of pickerel.

There was a decrease in the catch of blue pickerel in Ontario, only 32,000 cwts. being landed compared with 63,000 cwts. in 1922.

An increase in the catch of herring in Ontario is shown, 108,000 cwts. being taken, or an increase of 33,000 cwts.

In the St. John River district of New Brunswick the production of fish was slightly greater.

PACIFIC FISHERIES

Salmon.—There was a slightly increased catch of salmon during the year, 1,515,000 cwts. being taken. The pack is greater by 24,351 cases and amounts to 1,314,677 cases. The pack of sockeye salmon was 334,647 cases, an increase of 35,033; that of cohoes 112,044 cases, an increase of 9,199 cases. A decrease of 141,047 cases is noted in the pack of pinks, while 418,055 cases of chums were canned, or an increase of 159,851 cases.

Halibut.—The catch of halibut gives an increase of 41,483 cwts., there being about 335,000 cwts. landed. This constitutes a record for landings of this species in British Columbia ports.

Of the quantity landed in 1923 American vessels brought in 203,666 cwts.

Herring.—There was a slight increase in the catch of herring, 1,035,823 cwts. being taken. As usual the bulk of this catch was dry salted for the Orient, where a ready market and good prices were obtained.

Pilchards.—The catch of pilchards was about the same as in the previous year. The fish are quite plentiful on the west coast of Vancouver island at certain seasons of the year, but the demand is not sufficient to encourage the capture of them in larger quantities.

Whales and Seals.—Three whaling stations were in operation during the year at Kyuquot, Rose Harbour, and Naden Harbour. The total catch was 455 whales, which is an increase of 268 over the previous year.

There were 4,424 seals taken during the year compared with 930 in 1923.

INSPECTION OF FISH

The inspection of certain kinds of fish and the packages in which they are marketed was carried on during the season of 1923 under authority of the Fish Inspection Act. The Act makes it necessary for packers to have both fish and barrels in accordance with its requirements and empowers inspectors to examine such whenever and wherever it is necessary and convenient. The work was carried on by a staff of three permanent and twelve temporary inspectors on the Atlantic coast, and two temporary inspectors on the Pacific coast.

On the Atlantic coast sixty-six thousand barrels and nine hundred and twenty pails of pickled fish, and almost thirty thousand boxes of smoked herring, passed through the hands of the inspectors who examined them as to the quality and construction of barrels and the weight, quality, grade and curing of the fish in accordance with the requirements of the Act.

On the Pacific coast, the large and growing trade in dry-salted herring between British Columbia and the Orient was supervised by the department's inspectors.

Provided the container is of the standard size and filled to capacity with properly cured fish, a certificate to that effect is given by the inspector to the shipper of each consignment as it is inspected. This system of inspection is proving to be very satisfactory to the trade.

During the past winter herring season in British Columbia, there were inspected two hundred and forty-four thousand boxes, each containing four hundred pounds of herring. Of that total, one hundred and seventy thousand three hundred and seventy-eight boxes were packed on the west coast and seventy-three thousand six hundred and twenty-two boxes on the east coast of Vancouver island. When it is noted that at an average price, f.o.b. British Columbia, of six dollars per box the total value of this trade amounts to almost one and one-half million dollars, its importance as a branch of the fishing industry of the Pacific province is immediately apparent. In addition to that quantity of dry salted herring, there were also packed in the Scotch style thirteen hundred and forty-four barrels, nine hundred and twenty-five half-barrels and fifteen hundred and sixty-four small packages. These were all duly inspected.

The very great improvement in the strength, tightness and good quality of the barrels now being used under this system of inspection, and the very marked improvement in the quality of the fish packed, is resulting in much greater use being made of the inspectors on the part of not only fishermen but dealers and shippers.

INSPECTION OF CANNERIES AND CANNED FISH

The inspection of fish canneries of all kinds, the raw materials used therein, the whole process of canning, the canned product itself and the labelling and designating of such was carried on during the year as usual under the provisions of the Meat and Canned Foods Act. This inspection is carried on by the department's staff of Fishery Overseers as part of their ordinary duties. The inspection aims at the extension of the trade by improving the quality of the product, and the protection of the public by preventing the packing of

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unsound fish, and seeing that all cans of fish are correctly labelled. Imported canned fish also is subject to inspection under the Act, and must be in accordance with the provisions thereof as to soundness, weight and proper designation.

FISHERIES INTELLIGENCE SERVICE

Under this service there was carried on during the season of 1923:—

1. The collection of monthly statistics of the sea fisheries, and the compilation of such in a summarized form for publication through the press each month.

2. The publication of a quarterly bulletin containing the statistics in detail. The bulletin is distributed to the trade and all directly concerned. The statistics are practically all collected by the regular fishery officers while performing their other duties as such, and at very little additional cost.

3. The collecting of information concerning supplies of bait day by day along certain stretches of the coast during the spring and summer months. The information is gathered by the officers of the department, who send it by telegram daily to certain ports where it is posted up for the information of Masters of fishing vessels and those looking for bait.

FISH PUBLICITY CAMPAIGN

From October to March last, the department assisted a committee of the Canadian Fisheries Association to carry on a campaign of advertising for the purpose of increasing the consumption of fish and thereby ultimately improving the condition of the fishing industry generally. The campaign was short and the ground has really only been broken. Evidence is on hand, however, showing that sales of fish increased very markedly as a result of the publicity work, and there need be no doubt that further efforts along the lines will result beneficially to the industry by further increasing the consumption of fish.

FISHING BOUNTY

Under the authority of "An Act to encourage the development of the Sea Fisheries and the building of Fishing Vessels," the sum of \$160,000 is appropriated annually by the department and paid to fishermen of the Maritime Provinces. The bounty is distributed under regulations made from time to time by the Governor in Council.

For the year 1923, payment was made on the following basis:—

To owners of vessels entitled to receive bounty—\$1 per registered ton: payment to the owner of any one vessel not to exceed \$80.

To vessel fishermen entitled to receive bounty—\$9 each.

To owners of boats measuring not less than 13 feet keel—\$1 per boat.

To boat fisherman entitled to receive bounty—\$7.60 each.

There were 8,915 bounty claims paid. In the preceding year there were 11,204 bounty claims paid.

The total amount paid was \$159,916.80, allocated as follows:—

To 508 vessels and their crews, \$45,664.95.

To 8,407 boats and their crews, \$114,251.85.

FISHING BOUNTY EXPENDITURE FOR 1923-24

County	Boats	Men	Amount	Vessels	Tons	Av. Tons	Men	Amount	Paid
			\$ cts.					\$ cts.	
<i>Nova Scotia</i>									
Annapolis.....	148	237	1,949 20	1	60	60	19	231 00	149
Antigonish.....	148	214	1,774 40						148
Cape Breton.....	217	368	3,000 30	19	282	15	56	786 00	236
Cumberland.....	2	2	17 20	1	11	11	2	29 00	3
Digby.....	326	529	4,341 90	2	24	12	7	87 00	328
Guysboro.....	520	817	6,695 45	36	545	15	144	1,841 00	556
Halifax.....	1,026	1,294	10,846 90	48	884	18	262	3,242 00	1,074
Inverness.....	283	569	4,582 65	10	143	14	44	539 00	293
Kings.....	33	47	390 20						33
Lunenburg.....	579	738	6,158 55	128	7,175	56	1,733	22,772 00	707
Pictou.....	40	62	499 95						40
Queens.....	113	174	1,428 65	11	137	13	39	488 00	124
Richmond.....	304	510	4,150 75	14	231	16	54	717 00	318
Shelburne.....	402	730	5,945 50	17	336	20	235	2,416 15	419
Victoria.....	267	392	3,210 20	5	89	17	22	287 00	272
Yarmouth.....	85	181	1,460 60	10	510	51	96	1,374 00	95
Total.....	4,493	6,864	56,452 40	302	10,427	34	2,713	34,809 15	4,795
<i>New Brunswick</i>									
Charlotte.....	229	409	3,314 90	4	50	12	12	158 00	233
Gloucester.....	108	248	1,990 55	184	2,631	14	827	10,065 80	292
Kent.....	11	19	155 40	6	64	11	15	199 00	17
Northumberland.....				2	21	10	5	66 00	2
Restigouche.....	2	6	47 60						2
St. John.....	12	15	126 00						12
Total.....	362	697	5,634 45	196	2,766	14	859	10,488 80	558
<i>P. E. I.</i>									
Kings.....	181	251	2,050 35	3	42	14	8	114 00	184
Prince.....	416	789	6,225 65	1	12	12	2	30 00	417
Queens.....	98	209	1,679 65	2	27	13	3	54 00	100
Total.....	695	1,249	9,955 65	6	81	13	13	198 00	701
<i>Quebec</i>									
Bonaventure.....	337	588	4,466 05	3	33	11	9	114 00	340
Gaspé.....	1,976	3,819	30,307 40	1	10	10	5	55 00	1,977
Matane.....	99	135	1,100 25						99
Saguenay.....	445	789	6,335 65						445
Total.....	2,857	5,331	42,209 35	4	43	11	14	169 00	2,861
Grand total.....	8,407	14,141	114,251 85	508	13,317	26	3,599	45,664 95	8,915

FISH CULTURE

The fish cultural operations of the department during the calendar year, 1923, were mainly devoted to the more important fresh water and anadromous food fishes, such as Atlantic salmon in the East, whitefish, salmon trout and pickerel in the interior and the Pacific salmon in the West.

A general improvement in the roads and the more extensive use of automobiles has brought trout streams that were previously considered rather remote within reach of a vastly increased number of anglers. Consequently a much heavier toll is taken, not only in the streams that are near the centres of population, but from those at a distance which were previously beyond the reach of the majority of the residents.

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To meet this increase in trout fishing, the propagation of the species was taken up on a more extensive scale than in the past and a comparatively large portion of the best angling waters of Nova Scotia was thoroughly prospected by hatchery officers with a view to locating places where trout eggs are obtainable in reasonable numbers. The area, however, is so extensive that but a comparatively small portion of it could be covered this year, and no large and productive spawning grounds were located, but valuable information regarding certain areas was obtained, which will greatly assist in future operations. For the first time speckled trout eggs were collected in Boundary and Violin lakes, near Nelson, in southern British Columbia. The species was introduced into these waters in recent years and have done so well that nearly one million eggs were secured from them this season.

The Atlantic salmon eggs were, as is customary, obtained from fish which were purchased from the commercial catch or were caught in nets operated under contract for the purpose. Practically all the salmon trout eggs and a portion of the whitefish and pickerel eggs were obtained from the commercial catch of the gill-net fishermen, and the balance from fish captured in nets operated by hatchery officers. The eggs of Pacific salmon were obtained in the usual way from fish that were intercepted in the streams on their way to the upper spawning beds.

The collection of speckled trout eggs was the largest since 1917, and was further increased by purchase and exchange. All previous collections of whitefish were exceeded in the bay of Quinte; around Pelee islands, lake Erie; in the lake of the Woods and in lake Winnipegosis. The total collection exceeded that of last year by one hundred million. The pickerel collection was the largest on record, being one hundred and fifty-four million in excess of last year. The collection of sockeye eggs compared favourably with the best of recent years. The collection in the Fraser River watershed was the fifth highest on record and could have been increased had hatchery accommodation been available. It is significant that over eleven million eggs were obtained from fish that were captured in and around the entrance of the ditch that leads from the ponds of the Harrison Lake hatchery, from which a considerable number of fry were liberated four years ago.

The total collection of eggs was two hundred and forty-one and one-half million in excess of that of last year. This collection was augmented by the purchase of trout eggs, thus bringing the total receipt of eggs to over two hundred and forty-three million in excess of 1922. The following summary gives, by species, the total receipt of eggs during the year ended December 31, 1923:—

Atlantic salmon.....	22,383,000
Rainbow trout.....	20,500
Cutthroat trout.....	619,860
Steelhead salmon.....	43,650
Kamloops trout.....	2,240,500
Sockeye salmon.....	102,386,100
Spring salmon.....	1,073,000
Coho salmon.....	2,008,000
Pink salmon.....	4,003,900
Chum salmon.....	2,900
Speckled trout.....	2,060,820
Whitefish.....	698,860,000
(a) Salmon trout.....	39,681,500
Cisco.....	22,182,000
(b) Pickerel.....	388,180,000
	<hr/> 1,285,745,730

15 GEORGE V, A. 1925

		<i>Brought forward</i> 1,285,745,730
Rainbow trout from the state of New Hampshire in exchange for Atlantic salmon	115,000	
Rainbow trout from the Southside Sportmen's Club, Long Island, N.Y., donation.....	36,000	
Cutthroat trout from the United States Bureau of Fisheries in exchange for Atlantic salmon.....	250,000	
Steelhead salmon from the United States Bureau of Fisheries in exchange for Atlantic salmon.....	330,000	
Speckled trout from the State of New Hampshire in exchange for Atlantic salmon.....	1,335,500	
Speckled trout purchased.....	325,000	
Loch Leven trout from the United States Bureau of Fisheries in exchange for Speckled trout.....	411,000	
		2,802,500
		1,288,548,230

(a) Out of this number 1,414,000 were shipped to the Quebec Provincial Government.

(b) Out of this number 10,000,000 were shipped to the North Dakota Game and Fish Commission.

In addition to the above the following were received:—

Cutthroat trout fry from the Cranbrook District Rod and Gun Club in exchange for Kamloops trout.....	25,000
Black bass, two and a half to five inches in length, from the North Dakota Game and Fish Commission in exchange for Pickerel.....	975
Crappie, two to five inches in length, from the North Dakota Game and Fish Commission in exchange for Pickerel.....	400

PLANTING OF EYED EGGS

The planting of eyed sockeye salmon eggs on selected portions of what were at one time the most important spawning areas of the Upper Fraser watershed and other isolated waters was continued on a more extensive scale than ever before. Under existing conditions, this is the only feasible method whereby many extensive and important spawning grounds can be restocked. These grounds are so far removed from existing hatcheries that it is quite out of the question to transfer fry from the hatcheries to them. Plantings of this nature were made from the Pemberton hatchery in the Quesnel lake, the Anderson and Seton lakes and the Stuart lake areas of the Upper Fraser; from the Cultus Lake hatchery to the Shuswap lakes area, all in the Fraser River watershed; from the Anderson Lake hatchery to Great Central and Sproat lakes, Vancouver island, as well as numerous smaller plantings in other places.

STOCKING OF BARREN LAKES

The stocking of barren lakes from which mature fish are shut off by falls and other barricades was continued on a more extensive scale. The returns that are apparent from such plantings are most gratifying and the various hatchery officers in the more remote and mountainous districts gave considerable time to an examination of their surroundings with a view to a further extension of such work. Lakes of this nature are usually teeming with natural food and, as they contain few, if any, mature fish or enemies, they are, in effect, natural retaining ponds on an extensive scale.

REARING OF FRY

Retention and feeding of fry was given greater attention, and the distribution of advanced fry and fingerlings was greater than ever before, exceeding the record distribution of 1922 by twenty per cent. The expansion in this direction that has taken place in recent years is indicated, as follows:—

	Number distributed.
1921.....	22,253,000
1922.....	28,672,900
1923.....	35,412,000

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TRANSFER OF MATURE FISH

Numerous lakes in the Prairie Provinces that do not contain fish and are not suitable for the better species handled in the hatcheries were stocked with yellow perch, catfish, pike and suckers by transfer from other bodies of water. Selected waters in British Columbia also received allotments of small black bass in the same way from waters in the province in which they have been established. White Bear or Carlyle lake, near Carlyle, and Ketepwa lake, near Fort Qu'Appelle, Sask., were also stocked with black bass and crappie fingerlings, which were secured through the North Dakota Game and Fish Commission from the overflowed lands adjacent to the Mississippi river, in exchange for pickerel eggs from the Kenora hatchery.

DESTRUCTION OF COARSE FISH

Since commercial fishing started in lake Winnipegosis, Manitoba, the suckers and other coarse fish have rarely brought sufficient prices to pay for handling. Consequently, the fishermen have devoted their energies to the taking of whitefish and other marketable species, the result being that the coarse fish increased in numbers out of all proportion to the better varieties. The predominance of the coarse fish also tends to keep down the better varieties and further upset the balance of nature. On the other hand, there are numerous small prairie lakes in which no fish are indigenous and any variety is considered a boon by the local residents. Consequently, suckers were trapped as they were ascending some of the streams in the southern part of lake Winnipegosis to spawn. These fish were destroyed and the eggs of such as were ripe when they were caught were utilized for stocking the poorer class of prairie lakes, above referred to. In addition to the eggs a considerable number of the fish themselves were transferred to the lakes in question.

Forty-two thousand suckers were destroyed in lake Winnipegosis and twenty-eight thousand coarse fish, principally squaw fish, were destroyed in Cultus lake during the season.

ACCLIMATIZATION

Spring salmon of the Pacific have been caught in lake Ontario in all stages of growth, from the fry a few weeks old to mature fish in spawning condition, over twenty pounds in weight. Eastern whitefish up to four and one-half pounds in weight have been caught in British Columbia lakes. Black bass from the East are firmly established in Christina lake in southern British Columbia and in several lakes in Vancouver island. Eastern speckled trout abound in one or more lakes in British Columbia, the Atlantic salmon of various sizes, from fingerlings to fresh run fish in prime condition, and kelt on their return to sea after spawning have been caught in the Cowichan river, British Columbia, within the last two years. One angler of Duncans has captured no less than seven adult Atlantic salmon in this stream.

EXPANSION

Owing to a lack of the necessary appropriation, no expansion in the way of new establishments was accomplished, but operations from existing hatcheries were extended in the way of prospecting undeveloped areas with a view to collecting eggs and in improving the facilities and extending operations at existing hatcheries. The old hatchery at Pitt Lake, which was a temporary structure, was replaced by a log building 44 feet by 40 feet, with a capacity of four million five hundred thousand eggs. An eyeing station with the capacity of one million five hundred thousand eggs was provided in rented quarters in Nelson, B.C., and an experienced hatchery officer was loaned to direct the operation of a small hatchery built by the Rod and Gun Club of Cranbrook, B.C.

INSPECTIONS

Thorough inspections were made by District Inspector Harrison of a large part of the interior of southern British Columbia and of the Quesnel lake district for the purpose of ascertaining their requirements and possibilities from a fish culture standpoint. A large portion of the interior of Nova Scotia was covered by Chief Inspector Finlayson, and the headwaters of the Northeast Margaree river and of Little river, Cheticamp and the lakes of that region were covered by District Inspector Catt. These last two inspections were for the purpose of determining the possibilities of the respective districts from the standpoint of collecting speckled trout eggs. At the present time the department is operating thirty-three main hatcheries, nine subsidiary hatcheries and four salmon retaining ponds. The output from these establishments during 1923 was over twenty per cent in excess of that of 1922, and is shown by species and provinces in the following statement:—

HATCHERY OUTPUT, BY PROVINCES, OF EGGS, FRY AND OLDER FISH DURING 1923

Nova Scotia—		
Atlantic salmon.....	7,933,650	
Rainbow trout.....	96,500	
Speckled trout.....	522,800	
		8,552,950
New Brunswick—		
Atlantic salmon.....	8,902,395	
Rainbow trout.....	407	
Speckled trout.....	319,409	
		9,222,211
Prince Edward Island—		
Atlantic salmon.....	985,842	
Speckled trout.....	209,292	
		1,195,134
Ontario—		
Atlantic salmon.....	148	
Spring salmon.....	175,480	
Whitefish.....	335,595,000	
Salmon trout.....	29,063,850	
Cisco.....	1,850,000	
Pickarel.....	169,570,000	
		536,254,478
Manitoba—		
Whitefish.....	150,080,000	
Pickarel.....	41,590,000	
		191,670,000
Saskatchewan—		
Whitefish.....	24,470,000	
Black bass.....	898	
Crappie.....	365	
		24,471,263
Alberta—		
Atlantic salmon.....	142,333	
Rainbow trout.....	14,732	
Cutthroat trout.....	408,769	
Steelhead salmon.....	260,919	
Sockeye salmon.....	4,503	
Spring salmon.....	2,346	
Coho salmon.....	21,080	
Chum salmon.....	1,953	
Salmon trout.....	178,064	
		1,034,699
British Columbia—		
Atlantic salmon.....	629,588	
Rainbow trout.....	10,905	
Cutthroat trout.....	135,836	
Steelhead salmon.....	41,791	
Kamloops trout.....	2,075,509	
Sockeye salmon.....	89,261,250	
Spring salmon.....	2,094,046	
Coho salmon.....	1,675,700	
Pink salmon.....	3,713,900	
Chum salmon.....	2,892,370	
Speckled trout.....	56,720	
Whitefish.....	12,002,000	
		114,589,615
		886,990,350

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WORK OF BIOLOGICAL STATIONS IN CANADA

ATLANTIC STATION, ST. ANDREWS, N.B.

The subjects investigated by the various workers were as follows:—

Miss Helen Battle, Western University: The effect of extreme physical conditions on the course of the development in fishes.

Miss F. M. Burwash, University of Toronto: Occurrence of iodine in the haddock.

Miss J. T. Henderson, McGill University: The life history of the gribble, *Limnoria*.

Dr. A. G. Huntsman, Director: Supervision.

Dr. F. S. Jackson, McGill University: The comparative histology of the pancreas in fishes.

Prof. A. B. Klugh, Queen's University: The culture of fresh-water entomostaca, and the measurement of light in aquatic habitats.

Prof. A. P. Knight, Chairman of the Board: General supervision; problems in lobster canning.

Mr. A. H. Leim, University of Toronto: The life-history of the shad.

Miss M. Lenz, Queen's University: The effect of various bacteria in decomposing the meat of the lobster.

Mr. N. A. McCormick, University of Toronto: The insulin content of the pancreas and related glands in fishes and other marine animals.

Mr. R. H. McGonigle, University of Toronto: The distribution of the shipworm and the gribble.

Mr. D. J. McLeod, Queen's University: The effect of various bacteria in decomposing the meat of the lobster.

Mr. E. C. Noble, University of Toronto: The insulin content of the pancreas and related glands in fishes and other marine animals.

Prof. E. E. Prince, Secretary-Treasurer of the Board: Administration.

Prof. G. B. Reed, Queen's University: The early stages of bacterial decomposition of the lobster meat.

Mr. W. C. M. Scott, University of Toronto: The embryology of the liver, the pancreas and the islets of Langerhans in bony fishes.

Mr. R. G. Sinclair, Queen's University: A study of fresh-water entomostaca.

Miss E. A. Smith, Queen's University: The rate of migration of the bacteria of decomposition from the intestinal tract of fish.

Mr. M. I. Sparks, University of Toronto: The effect on marine animals of extreme temperatures.

Miss E. M. Taylor, University of Toronto: The physical factors determining the hatching of fish eggs.

Miss H. I. Wilton, Queen's University: The growth of the clam under various conditions.

Miss M. H. Wilton, Queen's University: The growth of the clam under various conditions.

The Royal Ontario Museum of Zoology sent to St. Andrews three members of its staff, Dr. E. M. Walker, Mr. A. Kurata and Mr. S. Logier, who were given the facilities of the laboratory for the collection of material, in particular of fishes, of which a large number of casts were made. Dr. D. Fairchild and Mr. G. B. Fairchild, of Washington, D.C., were granted the facilities of the laboratory for a part of the month of August.

The weekly and monthly collections of plankton and hydrographic material at established points in the Passamaquoddy region, and daily records of the temperature of water and air at St. Andrews have been continued.

FIELD INVESTIGATIONS

An expedition was organized under Dr. Huntsman for investigating the strait of Belle Isle and neighbouring waters in relation to the cod and other fisheries, support for this being given by the Fisheries Branch. The *Prince* operated in the region of the strait from the latter part of July to the middle of September. The C.G.S. *Arleux*, with Dr. Huntsman, Dr. L. Gilchrist of the University of Toronto, and Mr. A. C. Gardiner of Cambridge University (representing Newfoundland), made a general survey during August and September of the region from Cabot strait and Anticosti island through the strait of Belle Isle and around the eastern and southern coasts of Newfoundland. The results obtained demonstrated the dependence of the cod fishery on the hydrographic conditions.

Professor Knight in the early part of the season continued his investigation of the condition of lobster canneries.

Mr. H. C. White, of Queen's University, followed up the results of the planting of trout fry in two brooks near Aylmer, Ont., determining their habits, their enemies, and the number of survivors.

Under a grant from the Council for Scientific and Industrial Research, Mr. R. H. McGonigle, of the University of Toronto, made a survey of the Atlantic coast from the bay of Fundy to the estuary of the St. Lawrence in order to determine the extent of the activities of the marine borers that destroy the wood of piles, buoys, etc.

The Station undertook to co-operate with the Department of Public Works in the examination of test blocks put out in selected harbours along the coast to show the character and rate of attack by marine boring animals. Miss Jean Henderson took over the examination of these blocks.

The study of the currents by means of drift bottles, in which the countries represented on the International Committee on Deep Sea Fisheries Investigations co-operate, has been continued. Two thousand three hundred and twenty drift bottles were put out during 1923 in the following series: From cape Pine south, through the courtesy of the Newfoundland Government; across the St. Pierre bank, by Dr. Ed. LeDanois with the French cruiser *Ville D'Ys*; across the Labrador current north of Belle Isle by the C.G.S. *Arleux*; at a number of points across the strait of Belle Isle by the *Prince*; across Cabot strait by the *Prince*; and three series along the coast of Nova Scotia by the *Prince*.

PACIFIC STATION, NANAIMO, B.C.

Prof. O'Donoghue acted as director for the season of 1923.

The subjects investigated by the various workers were as follows:—

Mr. C. Berkeley: Biochemical studies on molluscs and fishes.

Mr. Jas. Dauphinee, University of British Columbia: Arginase in the tissues of fishes.

Miss E. S. Dowding, University of Alberta: Fluorescence in marine algæ.

Mr. H. A. Dunlop, University of British Columbia: The growth of salmon; pelagic copepods.

Prof. A. Hunter, University of Toronto: Arginase in the tissues of fishes.

Prof. F. J. Lewis, University of Alberta: The conifers.

Prof. C. H. O'Donoghue, University of Manitoba: Migration of starfish; systematic study of Holothurians, Nudibrachs, Testibrachs and Bryozoa.

Mr. H. C. Wailes, Vancouver, B.C.: Marine and fresh water Protozoa.

Mr. A. Fee, of the University of British Columbia, was given the facilities of the laboratory for the summer in return for assistance with the collections.

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Trips of exploration were made to Union bay, Discovery passage, Friday harbour, and Victoria.

Mr. R. E. Foerster investigated the life-history of the sock-eye salmon in Harrison and Cultus lakes, with particular reference to the food and enemies of the young.

The Station co-operated with the Department of Public Works in studying the work of the marine boring animals that attack wood. Mr. Dunlop undertook the examination of the test blocks sent in from time to time from the series placed at suitable points on the coast by the engineers of the department.

The retiring director, Dr. C. McLean Fraser, represented the Station at the Pan-Pacific Scientific Congress held in Australia in August, 1923.

In the course of the past year the membership of the Biological Board was increased by the addition of three members, two, Mr. A. Hanfield Whitman of Halifax, N.S., and Mr. John Dybhavn from Prince Rupert, from the fishing industry, and one, Mr. J. J. Cowie, from the administrative staff of the department.

EDUCATIONAL EFFORT

A sum of seventy thousand dollars has been placed at the disposal of the Biological Board for the purpose of establishing stations on the Atlantic and Pacific coasts at which will be given to fishermen and others directly concerned practical demonstrations in the best methods of processing all kinds of fish, and from which will emanate to the villages and settlements all over the coast the knowledge acquired at the stations. The centre of the educational effort on the Atlantic coast will be at Halifax. It is intended that the Halifax station will contain a chemical laboratory, a bacteriological laboratory, a model fish canning plant, a model fish drying plant, a model smoke house and means for demonstrating the most approved methods of curing various kinds of fish. It is planned further to build up a museum furnished with models and photographs of boats and vessels of different types used in the fisheries in the principal fish producing countries of the world, also of nets, lines, traps and other fishing gear, of curing establishments, etc., and the utensils used therein, and where lectures will be given on all phases of the fishing industry. In short, it is intended to make the station a centre from which definite practical information can be obtained upon all subjects connected with the business of fishing and the preparation of fishery products.

In connection with the stations, the Biological Board plans to arrange for public addresses to be given in different places along the coast by men who are recognized leaders in the fish business. Definite efforts will also be made to publish educational pamphlets on different fishery subjects. Ultimately, as the utility of the station becomes recognized and a demand arises in outlying points for technical instruction, short courses of instruction will be provided in different localities.

It is anticipated that the board will establish its educational centre on the Pacific at Prince Rupert.

NATURAL HISTORY OBSERVATIONS

In the course of the summer and fall of 1923, the department's naturalist continued his observations along the shores of Cumberland, Pictou, Antigonish, Richmond and Cape Breton counties, Nova Scotia, with a view to gathering knowledge of the sex, size, weight and spawning condition of lobsters in these waters. He also continued his investigations into the condition of the scallops in Mahone Bay, N.S. In addition to these, the naturalist carried on investi-

gations into the run of salmon to the Nova Scotia rivers emptying into the strait of Northumberland and of the seasonal changes this fish undergoes in passing from the sea to its spawning beds. As a result of these observations much interesting and useful information has been placed in the hands of the department.

The prosecution of our fisheries is a hazardous business and year by year the toll paid in human life is considerable. I regret to report, therefore, that during the year under review thirty-one fishermen were lost; twenty-three on the Atlantic and eight on the Pacific.

I am, sir,

Your obedient servant,

A. JOHNSTON,
Deputy Minister of Marine and Fisheries.

APPENDIX I.

REPORTS OF INSPECTORS OF FISHERIES

REPORT OF CHIEF INSPECTOR WARD FISHER, PROVINCE OF NOVA SCOTIA, FOR 1923

Each year reveals one or more outstanding condition affecting the fishing industry. Obviously this is to be expected, as the fisheries are of a most varied nature and the ramifications of the trade extensive. Nineteen twenty-three presented unusual conditions and problems, as can readily be appreciated by the very considerable decrease in the catches of several principal varieties of fish, and in the substantial decrease in the total landed and marketed values.

Extraordinarily severe weather and ice conditions prevailed during the first four months. The coast was hemmed in by extensive ice-fields, preventing the launching of small boats, thus causing continued suspension of the operations of the inshore fishermen, except comparatively small and desultory efforts in several of the more favourably located districts. If it had not been for the steam trawler fleet the valuable fresh and smoked fish trade that has been developed the past ten years would have been badly demoralized, as the demands of the markets would have had to be met by shipments from the United States. The trawler fleet was the only dependable source of supply, and while experiencing exceptional operating difficulties continued to land fair catches during the four months.

The above noted unfavourable conditions were greatly aggravated by the American tariff, resulting in general discontent on the part of the fishermen, as the buyers were unable to sustain or increase the prices for the catches. The high cost of operations, together with the low prices for the catches, resulted in a large number of fishermen abandoning the industry for other means of employment, or leaving the province for the time being.

While the above brief review may not be particularly heartening, due to abnormal conditions obtaining which were beyond the control of the Canadian authorities, there has been the saving element of a settled determination to hold fast to the industry for the better times that are bound to come as normal conditions return.

It is gratifying to report that the fresh fish trade, and also the trade in smoked fish, particularly finnan haddies and fillets, withstood the shock of the American tariff, and, indeed, was increased as the efforts of the dealers to extend the Canadian trade met with signal success.

In addition to the general expansion of the Canadian trade, successful experiments were made to gain markets at points hitherto looked upon as too remote to be considered. For instance, smoked shipments were made to Denver, Colorado. The shipments arrived in excellent condition and resulted in a repeat order by wire. A shipments of 4,000 boxes of specially processed smoked fish to Cape Town, South Africa, also arrived in good condition, with the probability that a permanent trade may be developed with that distant country.

The lobster fishery of the western district opened March 1, under heavy disabilities, as the ice was piled in heaps along the shore, making impossible any operations of a remunerative character. The total catch for March and April was only 12,511 cwts., valued at \$278,437, as compared with 26,266

cwts., and \$496,631, the same two months of the previous year. It will be of interest to note that the catch for March and April, 1921, when the fishery was operated under most favourable conditions, was 66,326 cwts.

Happily the abnormal features that obtained during the first four months were greatly relieved, and conditions generally improved until the end of the year. The prospects for 1924 are good, as the available supplies will in all likelihood be absorbed early in the new year.

THE MARKETS

The markets were most unpromising for the greater part of the year. The more distant foreign trade had not recovered from the general depression of the previous years, consequently the adverse exchange made impossible any worth-while resumption of business. In addition, the American tariff gave substantial grounds for believing that the trade in pickled fish would be unremunerative. The duty of \$2 per barrel was considered prohibitive. As a consequence many of the fishermen abandoned the herring fishery. Pickled herring was a drug on the market, selling as low as \$4 per barrel. Also the increased duties on fresh and other fish greatly disturbed the trade and seriously affected the prices paid the fishermen for their catches. It is estimated that over 30 per cent of the fishermen suspended operations; in some districts fully 80 per cent ceased operations for some months.

The alarm, however, was greater than the situation warranted, as the markets improved to a marked degree toward the end of the year, when good quality pickled herring and mackerel were at a premium, while the supply of dried fish had been well absorbed at satisfactory prices, with the prospect that the available stock would be all taken up before the spring catch of 1924 would be ready for the market. It is fairly safe to state that a first class grade of pickled herring will find ready sale at \$10 per barrel, and dried fish at \$9 or \$9.50 per quintal.

The canned lobster trade suffered unusual depression, which involved a number of the dealers in heavy losses. Some 60,000 cases of the total Canadian pack, carried over from 1922, were unsold, and as a consequence of the heavy operations of 1923 it was quite impossible for the markets to absorb the heavy carry-over. At the end of the year about 50,000 cases were in store, with little prospects of being disposed of except at prices below the cost of production. The packers will be under the necessity of reducing the prices to the fishermen the coming year or of reducing the pack by at least one-third. The latter course is improbable, if not indeed quite impracticable, unless action is taken to prohibit the taking of small lobsters in districts favourably located for the trade in live lobsters of export size.

CATCHES AND VALUES

The following is a summary of the catches and values of some of the principal varieties of fish. As a significantly noteworthy arrangement, the lobster fishing and canning industry has the place of honor which it has gained by its actual value to the fishermen and its importance to the export trade as compared with the cod and other fisheries that have hitherto had precedence in the estimation of values. The total landed value of the cod fishery of Nova Scotia for 1923 was \$1,796,770, while the total value of the lobster catch was \$2,239,187. In the table of fish and fish products exported from the whole of Canada for 1922, as compiled by the External Trade Branch of the Dominion Bureau of Statistics, the value of the lobsters exported is shown to be \$6,097,710, while that of cod was \$5,719,627, or \$378,083 in favour of the lobster industry.

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It is quite apparent from the above that the strong and continued agitation for increased protection to the lobster fishery is based on sound economic grounds and should receive the consideration the importance of the industry deserves. It is hoped that definite steps may be taken at an early date for a thorough-going investigation of the conditions at present affecting the fishery.

THE LOBSTER FISHERY

The total lobster catch for 1923 was 172,720 cwts., having a landed value of \$2,239,187, as compared with 173,706 cwts., and \$1,953,848 for 1922.

The total pack for 1923 was 63,971 cases, as compared with 64,552 cases for 1922. The total value of the pack was \$2,040,505 for 1923 as compared with \$2,018,315 for 1922.

The total marketed value for 1923 was \$3,081,647 as compared with \$2,913,087 for 1922.

The following is the catch and pack by counties:—

	Catch		Pack	
	cwts.	\$	cases	\$
Inverness.....	17,366	185,307	8,120	249,943
Victoria.....	8,300	73,731	3,737	139,842
Cape Breton.....	14,602	126,435	7,201	225,032
Richmond.....	6,464	64,346	2,640	77,011
	46,732	449,819	21,698	691,828

Of the above 355 cases of tomalley, valued at \$3,599 are included.

Halifax.....	5,892	84,244	1,346	44,029
Guysboro.....	9,717	103,068	3,414	104,715
Antigonish.....	10,956	117,844	5,473	171,690
Pictou.....	21,575	217,369	11,585	341,073
Colchester.....	918	11,018	459	13,750
Cumberland.....	11,290	120,996	5,507	165,664
	60,348	654,539	27,784	840,921

Included in the above pack are 609 cases of tomalley, valued at \$6,322.

Lunenburg.....	1,552	20,084	267	8,041
Queens.....	2,000	25,369	466	13,995
Shelburne.....	16,242	298,891	3,864	130,823
Yarmouth.....	32,340	520,539	8,382	274,827
Digby.....	12,003	231,571	2,603	91,079
Annapolis.....	1,358	34,750		
Kings.....	145	3,625		
	65,640	1,134,829	15,582	518,765

Included in the above pack are 129 cases of tomalley, valued at \$1,088.

COD AND HADDOCK

The total catch of cod was 1,048,943 cwts., having a landed value of \$1,796,770 and a marketed value of \$2,434,492, as compared with the catch of 1,560,271 cwts., in 1922, having a landed value of \$3,003,056 and a marketed value of \$3,555,637.

The operations of the Lunenburg Grand Banks fleet show that the decrease was largely due to curtailed operations. Eighty vessels only engaged in the fishery during 1923. This is the smallest number for more than twenty years and nineteen less than 1922. The total landings of the fleet were only 194,600 quintals, as compared with 312,075 quintals for 1922. Of this catch 20,550 quintals were taken on the early spring trip, 47,325 in the late spring trip and 126,725 in the summer trip. The average catch per vessel was very good, being 2,432 quintals. The operating expenses of this fishery continue to be heavy since the war, and are out of proportion compared with the prices received for the catches. A fair profit cannot be made at a less price than \$7 per quintal.

The haddock catch was 297,023 cwts., valued at \$486,492, as compared with 298,593 cwts., and \$530,316 in 1922. The marketed value was \$1,029,787.

HERRING

The herring catch was 165,886 cwts., having a marketed value of \$295,391, as compared with 183,138 cwts., and \$364,815 in 1922. For several years past the herring fishery has been neglected, owing to the lack of markets for the pickled product. This trade is gradually decreasing.

MACKEREL

The total catch was only 79,184 cwts., having a landed value of \$245,666 as compared with 166,538 cwts., and \$825,852 the preceding year. The marketed value was only \$388,051 as compared with \$1,129,104 in 1922.

It will be noted that the decrease in the total value of the fisheries of nearly two million dollars is almost altogether made up of the decreases in the values of the cod and mackerel fisheries, cod being responsible for \$1,121,145 and mackerel \$741,053.

The spring run was small in size and erratic in movement, although good catches were taken in Yarmouth county in June. The Inverness run was a failure. The prices were low, the fishermen receiving only one cent per pound for a large portion of their catches. The catches along the New England coast were unusually large, with the result that the American markets were over supplied, consequently it was impossible for shipments to be made from Nova Scotia, as the prices at Boston were less than the cost of barreling, icing, transportation and duty from Halifax or Yarmouth. The situation was made the more difficult as some of the dealers had considerable stocks in storage of the catch of 1922, for which twenty cents apiece had been paid. It would have been to the advantage of our fishermen and dealers to have pickled the large sized fish, as toward the end of the year there was a good demand for this class of goods, at excellent prices.

SALMON

The salmon catch was 11,217 cwts., having a marketed value of \$202,090, as compared with 8,577 cwts., and \$154,771 in 1922.

The following reports by districts will be of interest in showing the local conditions with respect to catches and values:—

DISTRICT No. 1, CAPE BRETON.—Inspector McLeod.

The mackerel and cod were the two deep sea fisheries that suffered from unfavourable conditions; the mackerel run being a failure and the cod prices being so low that many of the fishermen found it unprofitable to operate. Compared with 1922 there were 986 less fishermen, 365 less boats, 1,483 less nets, 3,256 less trawls, and 1,030 less hand-lines engaged in the industry.

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It is encouraging to note the substantial increase, amounting to about \$112,000 in the values of the salmon, swordfish, halibut and squid fisheries.

Lobsters.—The catch of lobsters was 46,732 cwts., valued at \$449,819, as compared with 47,898 cwts., valued at \$363,078, for 1922, showing a decrease in the catch of 1,166 cwts. and an increase of \$86,741 in the value. The marketed value was \$730,981, as compared with \$695,851 for last year, or an increase of \$35,130.

The fishery was prosecuted with the greatest vigour, as it afforded remunerative employment and ready returns at the season of the year when other varieties of fish were in poor demand. High prices prevailed throughout the entire season. The financial returns were over 100 per cent higher than cod, which came next in value. The heaviest landings were at Mainadieu, Port Hood Island, Alder Point and Big Bras d'Or.

Cod.—The catch of cod was 89,071 cwts., having a value of \$120,196, as compared with 135,635 cwts. and \$178,312 for 1922, showing a decrease in the catch of 46,564 cwts. as well as a decrease in the value of \$58,116 as compared with 1922. Marketed value, \$246,790, and for 1922, \$282,172.

The decrease in the catch is due entirely to fewer fishermen having engaged in the industry. The fish were very abundant on all the fishing grounds, especially during the months of July, August, September, October, November and December. The principal landings were a Petit de Grat, Eastern Harbour and North Sydney.

Haddock.—The total landed catch was 58,059 cwts., having a value of \$55,350, as compared with 72,111 cwts. and \$85,773 for 1922, showing a decrease of 14,052 cwts. in the catch and \$30,423 in the value. The marketed value was \$194,117, compared with \$148,691 for 1922, an increase of \$45,426.

The principal landings were at Port Hawkesbury, North and South Ingonish. At North Ingonish a decrease of 11,578 cwts. is shown, due to the suspension of the operations of five trap-nets. At the place during the month of May a great quantity of haddock was liberated from the traps, as the owners would not sell at the low prices offered.

Herring.—The catch of herring was 30,007 cwts., having a value of \$27,147, as compared with 26,132 cwts. valued at \$26,028, for 1922, an increase in the catch of 3,875 cwts., and an increase in the value of \$1,119. The marketed value was \$48,733, as compared with \$45,244 for the preceding year, an increase of \$3,489.

The largest landings were at St. Ann's, Eastern Harbour, Grand Etang and Margaree Harbour. The catches were composed of spring herring almost entirely.

Mackerel.—The catch landed was 18,717 cwts., valued at \$48,809, as compared with 38,372 cwts., valued at \$154,551, for the preceding year, a decrease of 19,665 cwts. in the catch and \$105,742 in the value. The marketed value was \$76,989, as compared with \$198,158 for 1922, a decrease of \$121,169.

The principal landings were at L'Ardoise, Hawkesbury and Petit de Grat. For some unaccountable reason these fish did not appear on the coast of Inverness in as large schools as in previous years. At Eastern Harbour the catch was only 300 cwts., compared with 4,812 cwts. for the previous year. At Margaree Harbour the catch was only 125 cwts., compared with 1,827 for 1922.

Swordfish.—The total catch was 9,364 cwts., valued at \$59,602, compared with 3,409 cwts. with a value of \$42,569 for the preceding year, an increase of 3,409 cwts. in the catch and \$17,033 in the value. The marketed value was \$98,639 compared with \$46,773 for 1922, an increase of \$51,866.

The greatest landings were at Petit de Grat, Louisburg, South Ingonish and North Sydney. These fish were plentiful in the waters surrounding Isle Madame, and also along the coast of L'Ardoise, Gabarus, Louisburg, Mira Bay, Glace Bay and Sydney, but the high wind that prevailed during the time that these fish struck the coast of Ingonish and Neil's Harbour greatly interfered with fishing operations.

Smelts.—The catch of smelts was 2,181 cwts., having a value of \$21,764, as compared with 2,209 cwts., valued at \$22,689, for the preceding year, a decrease of 28 cwts. in the catch and \$925 in the value. The marketed value was \$25,623, as compared with \$23,766 for 1922, an increase of \$1,857.

The decrease in the catch is due to the severe weather that prevailed during January and February, and the extremely mild weather during November and December.

Squid.—The catch was 1,983 bbls. having a value of \$7,108, as compared with 872 barrels, valued at \$1,910 for 1922, an increase of 1,111 barrels and \$5,198. The total marketed value was \$7,136, as compared with \$1,924 for the year previous, an increase of \$5,212.

These fish were exceptionally plentiful along the coast of Inverness from Hawkesbury to Eastern Harbour, and the catches so heavy that the fishermen were obliged to cease operating, the cold storage plants at Hawkesbury being quickly filled to capacity. Great numbers of these fish ran ashore at the headwaters at Sydney Harbour and St. Ann's Harbour.

Salmon (Commercial).—The total landed catch was 3,935 cwts., having a value of \$49,265, as compared with 2,153 cwts., valued at \$24,017, for the preceding year, an increase of 1,782 cwts. in catch and \$25,248 in the value. The marketed value was \$63,386, as compared with \$30,587 for 1922, an increase of \$32,799.

The largest landings were at Margaree Harbour, Grand Etang, Eastern Harbour and St. Ann's. It should also be noted that these fish were of a much larger size than have frequented this coast for the past three or four years.

Salmon (Domestic).—Anglers have had the best season known on the Margaree river, and records were established in quantity and size. One sportsman landed eight salmon on August 20, the largest weighing 36½ pounds. Eleven anglers landed 1,361 salmon during the season. The catch with the fly was 137 cwts., compared with 91 cwts. for the preceding year. It is also very pleasing to note that fifteen salmon were caught in the Middle river, and twelve salmon in North river, St. Ann's, with rod and line, where it was supposed that salmon would not take the fly, as none had been caught previous to this season.

As this island is becoming better known as a Fisherman's Paradise, increased demands are made upon overseers and guardians for closer supervision of our excellent sporting streams. It gives me great pleasure to report that the officers of this district have performed their numerous duties in a most efficient manner and are to be highly commended.

Oysters.—The catch was 2,136 barrels, valued at \$10,302, as compared with 747 barrels, valued at \$4,278 for 1922, an increase of 1,389 barrels in the catch and \$6,024 in the value. Total marketed value was \$12,147, compared with \$4,478 for 1922, an increase of \$7,669.

The increase in the catch is due to oysters being far more plentiful, favourable weather and an increased number of fishermen engaging in the industry. The largest landings were at Orangedale and Washabuck.

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Scallops.—Some were caught on cod trawls in deep water in Inhabitants basin, Richmond county, and some were washed ashore at Money Point, cape Smoky, Aspy bay and cape Dauphin, Victoria county, during the severe storm that raged on October first and second.

DISTRICT No. 2.—Comprising the counties of Halifax, Guysboro, Antigonish, Pictou, Colchester, Cumberland and Hants.—Inspector Sutherland.

There are two distinct classes of fishermen in this district, the one being entirely dependent on the fisheries for a means of livelihood, and the other being composed of farmers who engage in the lobster fishery only. Halifax and Guysboro counties are the chief bone fide fishing districts.

The distinctly fishing districts suffered severely from the depression that has existed since 1920. The farmer-fishermen, however, had a satisfactory season, as the landed value of the lobster catch was the greatest for many years, being \$160,000 in excess of that for the previous year. The fishermen's prosperity, however, was not generally shared by the packers, as the markets for the canned product were greatly overstocked.

The outstanding features of the year's operations were the failure of the mackerel fishery, especially in Halifax county west, and the general increase in the value of the lobster catch.

CATCHES AND VALUES

Lobsters.—The catch was 60,348 cwts., valued at \$654,539, as compared with 63,709 cwts. and \$494,061 in 1922. The noteworthy feature of the fisheries of this district for 1923 was the increase of \$160,478 in the landed value of the lobster catch, while the quantity taken was 3,361 cwts. less than in 1922 notwithstanding the extensions to the regular spring seasons, which accounted for 5,189 cwts. It is interesting to note that the value of the catch to the fishermen in 1923 was \$411,482 greater than the 1921 catch.

Increased catches were taken in Colchester county north (858 cwts.), where two new canneries were operated; Antigonish county (647 cwts.); Guysboro county east (2,039 cwts.); and Halifax county west (1,024 cwts.).

Cod.—The catch of cod was 178,932 cwts., valued at \$308,019, as compared with 180,403 cwts. and \$326,869 in 1922. Of the total catch 97,400 cwts. were taken offshore by vessels and steam trawlers, principally the latter; 60,000 cwts. were landed at Canso and 32,600 cwts. at Halifax, and 10,360 cwts. by vessels landing in Halifax county east.

Practically the total catch was landed in Halifax and Guysboro counties, and there was a general decrease in the catch of inshore boats.

Haddock.—The catch was 159,359 cwts., valued at \$286,390, as compared with 121,950 cwts. and \$234,668 in 1922; 108,750 cwts. of the catch was taken offshore, principally by steam trawlers landing at Halifax and Canso.

Herring.—The catch was 70,527 cwts., valued at \$53,519, as compared with 68,494 cwts., valued at \$67,296, for the previous year. The catch in Cumberland county west, and Antigonish county shows a substantial increase, while smaller catches were landed in Guysboro county and Halifax county east. Owing to especially poor markets the fishermen did not prosecute the fishing with energy. At the end of the year, however, the price of pickled herring was about \$8 per barrel, as the supplies on the market were low. If there had been prospects for such prices, double the quantity of herring would have been packed, especially in Halifax county west.

The total catch for this district was disposed of as follows: Pickled, 6,141 barrels; fresh, 12,825 cwt.s.; smoked, 12,256 cwt.s.; and for bait, 7,778 barrels.

Mackerel.—The mackerel catch was 34,628 cwt.s., having a value of \$89,093, as compared with 75,095 cwt.s., valued at \$342,624, in 1922. The greatest loss of the year was in the mackerel fishery of Halifax county west, where the catch fell off 32,261 cwt.s., with a loss to the fishermen of \$178,159. The catch in Halifax county east showed an increase. The heavy run of fish came late in May when the prices offered were only about .02½ cents per fish, which did not pay the fishermen to operate. In Guysboro county, mackerel also fell off so that the season throughout this district was a decided failure, although the quantity taken compares favourably with an average season. The home market can absorb only a small part of the catch, and high transportation and tariff make the American market almost prohibitive. Consequently the mackerel fishermen look for little relief until these matters are remedied. The average price offered was .02½ cents per pound.

Unlike 1922, spring mackerel did not trim the shores of Halifax county west and were therefore beyond the reach of seine and trap-net fishermen. Fall mackerel were only taken in Guysboro county east and Halifax county west. Prices during the fall season were somewhat better, about .05 to .06 cents per pound. The salted mackerel market was brisk during the last month of the year.

Albacore.—The catch was 2,098 cwt.s., having a value of \$4,469, as compared with 1,029 cwt.s. in 1922, valued at \$1,938. The increase in this fishery is due to the fact that albacore were scarce on the American coast during the early part of the season and prices on the Boston market were good. When the price is small the proceeds of sale do not cover duty and transportation charges.

Shad.—The catch was 878 cwt.s., valued at \$9,520, as compared with 485 cwt.s. in 1922, having a value of \$6,487. The catch of shad was the best since 1917. The two weeks extension to the regular season accounts for 244 cwt.s. Large numbers of small shad are reported by the fishermen, which would indicate that the three years' close season was of some benefit to the fishery. Practically the total catch was taken in Cobequid bay and Cumberland basin. About 100 barrels were salted and sold for \$30 per barrel, the remainder being sold fresh at \$10 per cwt.

Salmon.—The catch was 5,109 cwt.s., valued at \$65,865, as compared with 4,587 cwt.s. and \$58,605 in 1922. A further increase is noted in the salmon catch of 522 cwt.s., but the two weeks extension to the regular season in Pictou and Antigonish counties and bay of Fundy accounts for 206 cwt.s. Since 1920 the catch has increased about 200 per cent in this district, and is as follows:—1920, 1,717 cwt.s.; 1921, 3,192 cwt.s.; 1922, 4,587 cwt.s.; 1923, 5,019 cwt.s. The catch for 1923 is the highest since 1913.

Oysters.—The catch was 629 barrels valued at \$4,451, as compared with 717 barrels with a value of \$5,214 for the preceding year. The oyster catch shows a further decrease of 88 barrels. This fishery has gradually decreased from 2,000 barrels in 1912 to its present condition.

DISTRICT No. 3.—Comprising the counties of Lunenburg, Queens, Shelburne, Yarmouth, Digby, Annapolis and Kings.—Inspector Marshall.

The conditions in this district were similar to those obtaining generally along the whole coast. There was a decrease in all kinds of vessels and in the

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number of men operating. There were twenty-five less vessels of 40 tons and over, and about one thousand less fishermen engaged in carrying on the work as compared with 1922.

The lobster catch exceeded that of the previous year both in quantity taken and in value. There was also an increase in the quantity and value of the scallop catch.

Lobsters.—The catch of lobsters was 65,640 cwts., with a value of \$1,134,829, as compared with 62,099 cwts., with a value of \$1,096,709, for the season 1922, an increase of 3,541 cwts., with a value of \$38,120.

The lobster catch shows a slight increase both in catch and value over the previous year, which increase is accounted for by the extension given covering the month of June, 1923.

The quantity shipped alive from the western district during the past season was 29,777 cwts., valued at \$734,116. Of this quantity 17,772 cwts., valued at \$421,689, were shipped to the American markets via Yarmouth, and 12,005 cwts., valued at \$312,427, shipped by well smacks.

Cod.—The total catch was 780,940 cwts., having a value of \$1,368,555, as compared with 1,244,233 cwts., with a value of \$2,497,875, for the previous year, showing a decrease in the catch of 463,293 cwts., valued at \$1,129,320.

Haddock.—The catch was 79,605 cwts., having a value of \$144,752, as compared with 104,532 cwts., with a value of \$209,875, for the previous year, a decrease of 24,927 cwts., with a value of \$65,123.

Herring.—The catch was 65,352 cwts., having a value of \$70,513, as compared with 88,512 cwts., having a value of \$94,357 for 1922, a decrease of 23,160 cwts., valued at \$23,844.

Mackerel.—The catch shows a decrease in the quantity and a marked decrease in the value. The catch landed was 25,839 cwts., valued at \$107,764, as compared with 53,071 cwts., valued at \$328,677, for 1922, a decrease of 27,232 cwts., and a decrease in value of \$220,913.

Halibut.—The catch was 8,772 cwts., valued at \$128,806, as compared with the catch for 1922 of 17,214 cwts., valued at \$214,361, a decrease of 8,442 cwts., valued at \$85,555.

Pollock.—The catch of pollock was 24,688 cwts., valued at \$22,538, as compared with the catch for 1922 of 47,416 cwts., valued at \$44,282, a decrease of 22,728 cwts., valued at \$21,744.

Hake and Cusk.—The catch shows a marked decrease, being only 49,651 cwts., valued at \$45,842, as compared with 142,767 cwts., valued at \$114,364, for 1922, a decrease of 93,116 cwts., valued at \$68,522.

Salmon.—The catch was 2,173 cwts., valued at \$49,925, as compared with 1,837 cwts., with a value of \$46,310, for 1922, an increase of 336 cwts., with an increase in value of \$3,615. There has been a marked increase in this fishery for the past three years, this being about a \$16,000 increase in value over the year 1921.

I find the total quantity of salmon taken in tidal waters with nets and weirs is 1,977 cwts., with a value of \$46,559, and 196 cwts., valued at \$3,366, taken in our rivers with rod and fly.

Scallops.—The catch shows 11,839 barrels taken, with a value of \$68,337, as compared with 10,682 barrels, with a value of \$49,678 for 1922, an increase of 1,157 barrels, with a value of \$18,659. Of this catch 7,577 barrels having a value of \$43,714 were taken in the Bay of Fundy and 4,262 barrels, having a value of \$24,623 in the county of Lunenburg. The above shows a steady

increase in the scallop fishery in the bay of Fundy, and there is no doubt but that it will continue to increase each year, as more fishermen fit out to carry on scallop fishing operations.

LICENSES ISSUED—NOVA SCOTIA

Lobster pound.....	4	Salmon gill-net.....	438
“ packing.....	166	“ trap-net.....	335
“ “ -exten.....	111	Smelt gill-net.....	532
“ fishing.....	8,823	“ bag-net.....	210
Weir licenses.....	93	Salmon permits.....	13
Fish cannery.....	15	Trap-nets.....	365
Anglers permits.....	417	Seine.....	181
Oyster fishery.....	179	Shad gill-net.....	6
Scallop fishery.....	298		

RIVER AND INLAND FISHERIES

The importance of preserving the smelt, alewife, shad, salmon and trout fisheries is obvious, the commercial salmon catch alone having a value of over \$200,000, and smelts \$120,000. The continuance and development of these fisheries is dependent on the free and safe access of the parent fish to the spawning grounds of the rivers and headwaters. A very decided improvement in this regard has taken place the past few years. Pollution of the waters from mill refuse and other detrimental deposits have almost entirely ceased. The conditions in this respect as compared with those obtaining some ten or more years ago are marked. The operators of the saw-mills and paper mills on the more important rivers and streams have co-operated in every reasonable effort to prevent pollution of the waters. Obstructions to the free ascent of fish have been removed from many of the principal streams. The character of the artificial fishways constructed are a very great improvement on former types.

In addition to the more vigorous general efforts a number of the principal streams have received special attention, such as the Margaree, the Medway, St. Mary's and the Mersey. The fishways on the latter river have been thoroughly repaired or reconstructed during the past year. The heavy volume of water flowing down this river has made the task of improvement a most difficult one. It is confidently expected that the improvements will greatly enhance the value of the fishery.

The commercial or coastal salmon fishery is increasing in volume and value, due to the improved conditions noted above.

The relation between the prosperity of the salmon fishery and the development of the tourist trade is very close. It is quite essential that the sport-loving tourist be given every facility and encouragement. Nova Scotia should become a popular and prosperous sport fishing district. The salmon sport fishermen comprise a fraternity of the best and most desirable class of tourist, and every effort to improve attractive conditions is fully warranted. The recently organized Tourist Association and kindred bodies are alive to the possibilities in this regard, and are working in close co-operation with the officials of the Fisheries service.

It is not forgotten, however, that while the salmon sport fishery is receiving first attention, the great percentage of visitors to the province are more interested in trout fishing. It is safe to say that for every ten salmon fishermen there are ninety trout fishermen. This is true not only with respect to visiting anglers, but is particularly true with respect to our own native sport fishermen.

Every effort made to improve salmon fishery conditions affects equally the trout fishery, which continues to be in a prosperous condition notwithstanding the constant heavy whipping of the streams each year.

Systematic investigation of the inland waters is now in hand, in order to ascertain the conditions governing successful propagation, as the Fish Culture

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Branch of the department has in hand increased efforts to restock our waters with both salmon and trout.

During the past year more than ten million salmon and trout fry were deposited in the inland waters of the province.

INCREASED COLD STORAGE ACCOMMODATION

The construction of a new plant at North Sydney for the Cape Breton Cold Storage Company will be completed early in the new year. This plant is of a most modern description and well designed for both the fresh and smoked fish trade. The operations will be under the management of Mr. R. T. Matthews, who has had large experience in the business.

Arrangements have already been made to market the product of the plant, which is expected to speedily reach a maximum, as the prolific fisheries of the district north to Ingonish are easily available for supplies. It is also expected that the operations of the plant will develop the fishing fleet along a considerable portion of the coast.

The Yarmouth plant will probably be completed and ready for business about the middle of the year. This plant is well located, particularly for the American trade. It is hoped that a large Canadian trade may be developed by a favourable commodity rate over the Canadian National Railway on shipments for storage and transshipment. This plant will be of great advantage to the industry of the southwestern shore, as fresh fish shipments for Boston and other American centres can be held in storage at Yarmouth, for quick delivery when the markets are favourable.

FISHERY PROTECTION SERVICE

The number of boats in this service has been gradually reduced until at present only four are operated, namely the steamers *Arras* and *Arleux* and the gasoline boats *Mildred McColl* and *A*.

The *Arleux*, under command of Capt. Milne, and the *Arras*, Captain Barkhouse, rendered most excellent and valuable service in the protection of the territorial waters, assisting disabled fishing vessels; light ice-breaking to facilitate the movements of the fishing fleet, and in acting as "mother ships" to the winter fishing fleets of small boats operating off Canso and Lockeport. The services performed the past year were greatly appreciated by the fishermen, and assisted to a large degree in encouraging the fishermen to continue the operations during the winter months. With the aid of these ships the catches were greatly increased, and as a consequence the fishermen and the trade generally were directly benefited.

During July and August the *Arras* was in service with the Grand Banks fleet. The satisfaction given was so evident that she will probably be engaged in like service the coming summer.

With special reference to the coastal duties the Captain reports:—

During the year we had sixty-eight American fishing vessels on our station, which we boarded and examined 188 times.

We had fourteen American swordfishing vessels in our waters and seventy-six Canadian swordfishing vessels. These vessels made headquarters at Louisburg during the swordfishing season and some very large catches were made.

With the *Arras* in close touch with the winter fishing fleet out of Lockeport, to assist them in stormy weather, the catch of fish was above the average.

During the year we steamed 13,492 miles, and were at sea 1,634 hours, and consumed 1,092 tons of coal.

The *Arleux* was engaged during August and September in special tidal and survey work off the Labrador straits of Belle Isle district.

The gasoline patrol boat *A*, carrying a crew of four, covers the Western Nova Scotia district, where formerly three boats of a type similar to the *A* were employed, and performed essential service in protecting the lobster and other fisheries of the district, and in assisting the shore officers in the performance of their duties.

The gasoline patrol boat *Mildred McColl*, carrying a crew of four men, covers the large and important district from Lunenburg to Canso, and the Straits district. This boat was in commission from April 3 to January 17, and during the summer months until October 15 was engaged in lobster and salmon protection in Pictou, Colchester, Cumberland and Antigonish counties, where most effective work was performed, especially in Cumberland county west, on the lobster boundary between the spring and fall seasons. After October 15 the boat proceeded to Halifax and Guysboro counties and was engaged in general protection work until the lobster fishing season opened December 1 in Halifax county west. The boat then patrolled the open and closed districts in Halifax county west and Lunenburg county east until she was laid up about the middle of January.

Any successful administration or oversight of the coastal fisheries is due very largely to the facilities afforded by these two gasoline boats, as the work required to be done is in connection with the inshore trap-net, gill-net and lobster fisheries, and along portions of the coast where it would be impossible to employ either the *Arras* or *Arleux*, even if such boats were available when needed.

REPORT OF INSPECTOR J. F. CALDER, DISTRICT No. 1, PROVINCE OF NEW BRUNSWICK, FOR 1923

This district comprises the counties of Charlotte, St. John, Albert and the Bay of Fundy watershed of Westmorland county.

The value of the yield of the fisheries of this district during the present year, was slightly less than that of the previous year. The value of the catch in a fresh condition for the present year, is as follows: Charlotte county, \$709,-431; St. John county, \$153,620; Bay of Fundy watershed of Westmorland county, \$4,891 and \$289 for Albert county; making a total of \$868,231, against \$877,845 for 1922.

The value of the products marketed by the fishermen are as follows: Charlotte county, \$598,503; St. John county, \$81,310; Bay of Fundy watershed of Westmorland county, \$4,891; Albert county, \$289; making a total of \$684,992. The fish dealers marketed products to the value of \$685,617, making a total in all of \$1,663,970, against \$1,639,651 for 1922.

COD

Twenty-one thousand six hundred and one cwts. of cod were taken this year with a marketed value of \$47,310, against 41,435 cwts. for 1922, with a market value of \$87,317. Practically all these fish were taken on the in-shore fishing grounds. The catch for 1922 was exceptionally large for the district while this year's catch was away below the average. One reason why the catch was so small during the present year, is that owing to the severity of the winter, practically no fishing was done at all until late in the spring. On the other hand, the weather during the previous winter was comparatively mild, with the result that good catches of cod were made.

The principal places where quantities of cod are landed are Chance Harbour and Dipper Harbour in St. John county; Beaver Harbour, Wilson's Beach and Grand Manan in Charlotte county.

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HADDOCK

Four thousand nine hundred and seventy-four cwts. of haddock, with a marketed value of \$11,139, were taken this year, while 2,790 cwts. with a marketed value of \$8,343, were taken in 1922. I have pointed out in previous reports that the catch of haddock was becoming less each year; these reports were in accordance with the facts existing at the time they were made out. I am pleased to report, however, that haddock have been more plentiful during the present year than for any season during the past fifteen years.

HAKE

Only 17,912 cwts. of hake, with a marketed value of \$18,981, were taken during the present year, as compared with 93,503 cwts. in 1922, valued at \$116,451. This extraordinary decline in the catch is due altogether to the fact that there was very little opportunity for the fishermen to dispose of hake in any part of the district, as the market was glutted with stocks that were kept over from the previous year; a few buyers did take some at Beaver Harbour and Wilson's Beach. At North Head, Grand Manan, which heretofore has been one of the chief centres of the hake fishery, the dealers carried over from the previous year practically all they had bought. As a result of this, they did not buy and during the present year, consequently, the fishermen did not operate.

POLLOCK

A very small catch of pollock was made during the present year, 28,841 cwts. with a marketed value of \$40,351 against 77,158 cwts. with a marketed value of \$88,633 for the previous year. The large decline in the catch of pollock is due to a scarcity of the fish, for there was a fair market for these fish during all the season. The summer run of pollock was very light, but the fishermen were buoyed up with the hope that when squid made their appearance, which is usually during the first part of August, a good fall run would come in. Unfortunately, they were doomed to disappointment. The run of squid was practically nil, with the result that the fall run of pollock did not put in an appearance. The failure of the pollock fishery was a hard blow to the line fishermen of Campobello, Deer Island and Grand Manan. The failure of the squid to appear is attributed generally by the fishermen, to the unprecedented severe winter of 1923. The winter was so cold and the spring so backward that the ice did not leave our waters until a month or six weeks later than it generally does. I have no doubt that the prolonged low temperature of the water was very destructive to the young fishes, particularly so in the case of the food of the fishes.

HERRING

The smoked herring business at Grand Manan was a failure during the present year, as very few herring, suitable for smoking purposes, were taken in the weirs. The few that were taken were mostly sold in a fresh condition for high prices to the smoke houses at Lubec, Maine. Large herring were reported from time to time as being quite plentiful in the waters outside of Grand Manan Island, but very few reached the weirs. This is generally attributed to the fact that the natural enemies of the herring, the squid, silver-hake and dog-fish—did not put in an appearance, with the result that the herring did not reach the inshore grounds. The scarcity of herring on the inshore grounds was not confined to this district, by any means. The same situation occurred along the coasts of the state of Maine, and also on the Nova Scotia shore of the bay of Fundy all the way down to cape Sable, and even beyond there. As a result

of this scarcity of herring in Nova Scotia, many vessels came from there to this district, particularly Grand Manan, to buy lobster bait. Of course, as herring were scarce here, the available supply for bait was limited. However, nearly 6,000 barrels were taken away for that purpose. The Nova Scotia lobster fishermen would certainly have been in a very bad way if it had not been for the supply of bait they procured from our weirs.

SARDINES

The catch of sardine herring was very small. 134,494 barrels only were taken, against 244,553 barrels for the previous year. But while the catch for the previous year brought \$296,864, the yield for this year netted the fishermen \$395,968.

Owing to the extreme scarcity of sardine herring the combination, which has for a number of years existed among the canners, in so far as buying their supply of fish is concerned, was broken. During most of the fall months there was very active competition among the canners in purchasing herring from the weirs. As a result of this, our fishermen, for the first time since 1918, got a fair price for their catch.

SALMON

There is very little to note in connection with the salmon fishery of the district during the present year. The catch by the commercial fishermen was just slightly less than during the previous year—2,658 cwts. for 1923 against 2,738 cwts. for 1922.

CLAMS

Very little of interest is to be noted in connection with the clam fishery during the present year. 13,057 barrels were taken this year against 12,435 barrels during the previous year. The fishermen, however, received slightly better prices for the yield during the present year.

LOBSTERS

There was a considerable falling off in the lobster fishery for the present year. The catch was 5,813 cwts., against 7,178 cwts. for the previous year. Good prices were obtained for the yield, and most of the fishermen who were engaged in this branch did fairly well while they were at it.

While the present year has been rather a poor one for the fisheries of the district, there are many circumstances which point to a return of good times in the fishing industry. Generally speaking, a good supply of the different kinds of fish is always available, in their respective seasons, but for the past few years the fishermen have been held down by lack of market for their products. The breaking up of the combine of the sardine canners means much to our fishermen, as the sardine fishery is the most valuable one we have. It could not have been much longer continued, with such prices as were paid during the four previous years. Then again, the old stocks of line fish are being got rid of, and 1924 finds us with very little old stocks on hand. It looks as if there would be a good demand for all kinds of fish during the coming year. If these expectations are realized, a large increase in the catch may be confidently looked forward to.

PATROL BOAT "PHALAROPE"

Patrol boat *Phalarope*, Captain Kelly, went in commission on April 1, and was on duty until February 15. The boat was principally engaged up to the end of the open season for lobster fishing, during the spring season, in having

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the size limits for lobsters in the different counties observed. During the close season for lobster fishing, the services of this boat were valuable in preventing illegal fishing; all traps found set during the close season were confiscated and destroyed forthwith.

Owing to the high prices being paid for sardine herring, repeated attempts were made to violate the herring fishery regulations in many places in Charlotte County by the use of drag-seines and also by "driving." The *Phalarope* did good work in suppressing and breaking up such practices, especially at Deer Island.

The *Phalarope* covered about 6,166 miles during the season.

PATROL BOATS "TOGO" AND "SHANNON"

The patrol boat *Togo* was used from April 1 until October 31. On November 1, the *Togo* was returned to her owner, and the *Shannon* was hired. The *Togo* was a very good boat, but the engine in her was not satisfactory and we were therefore compelled to procure another boat. The *Shannon* has a splendid engine, and is a very satisfactory boat for the service. Captain Joy was in command, and has proven to be a very energetic and efficient officer.

The chief work of this boat is the enforcement of the lobster fishery regulations. Owing to the great extent of the lobster fishing grounds off the main island of Grand Manan and the islands and ledges adjacent thereto, coupled with the fact that the United States market for small lobsters is so close at hand, the duties of this officer are by no means easy. However, Captain Joy is doing everything that he possibly can towards having the regulations observed. I feel sure that the present service is an improvement over any previous service.

During the winter there has been a considerable amount of "driving" for herring around the upper part of Grand Manan island, and Captain Joy is devoting practically all his time in an effort to break up this business.

STATEMENT SHOWING LICENSES ISSUED IN DISTRICT NO. 1

Lobster fisherman's.....	653
Fish cannery.....	6
Salmon fishery.....	77
Shad gill-net or drift-net.....	46
Scallop fishery.....	23
Herring Weir.....	552
Permits to dig soft-shell or long-neck clams.....	120
Special lobster pound.....	5
Lobster pound certificates.....	239
Lease of dark harbour.....	1
Total.....	1,722

REPORT OF INSPECTOR R. CROCKER, DISTRICT No. 2, NEW BRUNSWICK, FOR 1923

District No. 2 comprises the counties of Restigouche, Gloucester, Northumberland, Kent, and the strait side of Westmorland county.

The returns show the value of fish taken to be \$1,922,423 as against \$1,803,695 for the previous year, an increase of \$118,728, showing a very gratifying improvement in the operations over the preceding two years.

COD FISHING

This is a decrease over the previous year of some 5,307 cwts. of which 19,850 cwts. belonging to the district of Overseer Landry and is accounted for because of the fact that during the first of October a very heavy storm pre-

vailed, causing a number of fishing vessels to come ashore. This being late in the season the fishermen did not take the trouble to launch their vessels again. Another factor which interfered perhaps with the cod fishing was that wages in the lumber woods were very good and many of the men left fishing early for the purpose of proceeding to the lumber woods. Doubtless thousands of dollars were lost to the fishermen because after this storm of the first of October unusually good weather prevailed for fall fishing.

MACKEREL

This fishery shows a large decrease, the 1922 catch being 23,441 cwts., while this year's catch was 13,455 cwts., with a corresponding marketed value of \$54,054. The decrease in this was accounted for partly by the fact that there was a smaller run of mackerel on this coast, but more particularly to the fact that the price paid to the fishermen was less than the previous year. During the fall of this year very good catches of mackerel were taken on the United States coast, and these catches affect the selling of the frozen mackerel from our district.

ALEWIVES

This fishery also shows a decrease in quantity taken, which is accounted for by the poor demand for salted alewives. Greater quantities could have been taken had there been any prospect of a market as for some days the fishermen emptied their nets allowing the fish to go. A considerable quantity of pickled fish are carried over into 1924 and will doubtless effect the operations of this fishery for the season of 1924.

SALMON

There was an increase in the catch of 3,972 cwts. over the previous year, but the average price to the fishermen in 1922 was \$11.96 per cwt., while this year the average price was \$9.48. This fishery also, so far as the shipments to the United States points are concerned, has to meet a duty of 2 cents per pound, which if added to this year's price would bring the price per cwt. to the fishermen nearly equal to that of 1922.

SMEELTS

This fishery shows a decrease in quantity of 19,578 cwts. as compared with the previous year, but shows an increase in value of \$21,211. The prevailing price for smelts during the earlier part of the year was exceedingly high and during December they also ran quite high. I am of the opinion that the prices prevailing for this year are perhaps the highest in the history of the fishery, the average price for 1923 being 11 cents per pound, while that of 1922 was 7.21 cents per pound.

LOBSTERS

The catch shows an increase of 5,499 cwts. The early season showed an increase in every district, excepting that of Miscou and Shippegan islands, and a small section of Overseer Arsenault's district at Green point. The outlook at the beginning of the season for canned lobsters was very good but as the season went on prices dropped materially and went as low as \$18 per case, as compared with \$26 at the opening of the season. During the late season, in view of the fact that the price of canned lobsters had fallen off to such an extent, a much larger quantity of lobsters were shipped alive to the United

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States markets. Unless a prohibitive duty is put on by the United States doubtless we will see a greater quantity of lobsters shipped alive as years go on. The shippers have given the matter considerable study and are now much better prepared to take care of them and pack them so that they will arrive in good condition in United States markets. The prices prevailing to the fishermen were very well maintained throughout the whole season.

OYSTERS

This fishery shows a large increase as compared with 1922, 14,574 barrels, value \$67,123, as compared with 10,708 barrels, value \$53,447, for the year 1922. During the fishing season the weather was exceptionally fine, thus enabling the fishermen to go on the beds practically every day. A fairly ready market was found with good prices prevailing to the fishermen.

SHAD

This fishery shows an increase of about six and one-half times that of the previous year, 1,394 cwts. for 1923 as compared with 202 cwts. for 1922. Fishermen report that they have never seen shad so plentiful for many years.

Reviewing the whole year's operations I submit they have been very satisfactory. Losses occurred to the fishermen, particularly to the lobster fishermen, during the storm of October 1. The storm was very heavy in the vicinity of Point du Chene, doing considerable damage to the wharves and buildings situated on the wharves. One firm estimates their loss at \$15,000.

At Richibucto, I am pleased to report that a new freezer 150 feet by 40 feet with a correspondingly large ice house of 60 feet by 80 feet has been erected during the latter part of the year by the Messrs. A. and R. Loggie Company, Limited. Since the disastrous fire of 1921 this town has been without an up-to-date freezer and it is very encouraging that this firm have sufficient faith in the business to re-establish at this point.

During the year patrol "C" did some prospecting with a view to ascertaining to what extent scallops could be procured in the waters surrounding Shippegan and Miscou islands and in the Caraquet district. In the latter district the evidence produced was very satisfactory, and in discussing the matter with one of the fish merchants at Caraquet during the latter part of the year he felt that the prospects as shown by the work of the patrol "C" justifies an entrance into the business and purposes, during the season of 1924, to carry on the fishing. It is the intention to have the overseer do more prospecting in this district, and if the evidence procured corresponds with that procured by patrol "C" I would hope to see some important developments in this fishery.

REPORT OF INSPECTOR H. E. HARRISON, INLAND FISHERIES OF NEW BRUNSWICK FOR 1923

The Inland District of New Brunswick comprises the counties of Kings' Queens, Sunbury, York, Carleton, Victoria and Madawaska.

The winter fisheries of this district do not amount to a great deal, even under favourable conditions, and the first three months of 1923 were exceedingly unfavourable for the few fishermen who attempted to follow winter fishing, an excessive amount of snow and bitterly cold weather prevailing during that time.

ALEWIVES

	Cwt.	Value caught	Value marketed
1922.....	998	\$ 2,495	\$ 2,933
1923.....	875	2,188	2,188

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The earliest spring fishing, after the rivers and lakes become free of ice, is the alewife fishery, formerly carried on very extensively by professional fishermen and farmers in all of the waters of the St. John river system between St. John and Fredericton, and, to some extent in the St. John river well up to the Grand falls by farmers mostly who could spare the time, or had sufficient help in their homes to spend two or three weeks operating alewife nets and shipping the fish to St. John. A very great change has taken place during recent years and the spring runs of alewives during recent years have not been good.

BASS		
	Cwts.	Value
1922.....	6	\$ 90
1923.....	17	255

The sea-bass fishery is of little importance, with the exception of two or three years together, long periods apart. For some reason or other these periods do occur, and large quantities of sea bass are taken in some of the lower tributaries of the St. John river, more particularly in Belleisle bay, Kings county. A considerable number of very large sea bass ascend the St. John river to a distance of one hundred miles north of St. John harbour during the summer, and an occasional one is taken in the salmon nets along the river, but no one is permitted to have nets set for them during that time.

PICKEREL		
	Cwt.	Value
1922.....	242	\$ 2,420
1923.....	1,635	16,350

A very remarkable showing is made in this fishery for 1923—nearly 700 per cent increase over that of 1922. I am unable to give any specific reason for this condition, other than that pickerel appeared to be much more plentiful.

SALMON		
	Cwt.	Value
1922.....	424	\$ 9,752
1923.....	355	8,165

Compared with 1922, the salmon fishery shows a decreased catch of 69 cwts., and the catch of 1922 showed a decrease of 151 cwts. compared with the 1921 catch, but the 1922 and the 1920 catches were practically the same. Regarding the 1923 catch, I was not at all surprised that the catch was not larger, having kept fairly well in touch with conditions throughout the season, and I was rather surprised to find that that amount had been taken during the fishing season. In the spring of 1923 we had one of the greatest spring floods known in the history of the St. John river valley, consequently, the salmon fishery particularly on the lower part of the river, was not good during the early part of the season. Then, because of an almost rainless season, the river ran very low and this again affected the lower St. John more than the upper parts. As is generally known, all salmon fishery nets—both tidal and non-tidal—in these waters are set from the shores, or banks, of the river and they extend out a very short distance, while much of the river is very wide, consequently, when the water is low salmon keep to the deeper parts and escape the nets to a great extent. Kings and York counties are the two large salmon producing sub-districts, but the York county district was not so materially affected.

It is unhesitatingly conceded by men whose work is on the water that there are far more salmon in the St. John river during recent years than there were twenty-five or thirty years ago.

SHAD		
	Cwt.	Value
1922.....	1,224	\$ 7,344
1923.....	792	4,752

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The only anxiety I have regarding the fisheries of this district is in connection with this fishery. Notwithstanding the fact that the matter of our supply of shad, and the future of the fishery, were given very serious consideration during the time that the general fishery regulations were under consideration (1921), and the further fact that the 1922 regulations curtailed to a very large extent the operations of the fishermen, the fishery appears to be on a decline again, unfortunately, as the shad is one of our finest fishes.

STURGEON

	Cwt.	Value
1922.....	111	\$ 2,442
1923.....	100	2,000

While the sturgeon fishery is not productive of a large amount in hundred weights, it is at present the fourth in value in this district. This is because of the apparent high appreciation of the flesh of this fish on the New York market. The 1923 season was about an average one. While a large proportion of sturgeon taken were comparatively small fish—40 to 50 pounds weight each—some very large fish were taken.

The total marketed value of the commercial fish in this district during the last two years is as follows:—

Year	Value
1922.....	\$ 25,356
1923.....	33,924

MATERIALS

	Value
1922.....	\$ 21,644
1923.....	16,845

DOMESTIC FISHERIES

	Cwts.	Value
1922.....	467	\$ 8,819
1923.....	426	7,325

There was a considerable decrease in the quantity of salmon taken by anglers, compared with the amount so taken during 1922. Anglers on the St. John, Tobique, and part of the Southwest Miramichi rivers had a very satisfactory season, but the upper waters of the latter river, in Carleton county, fell off very badly from 116 cwts. in 1922 to 24 cwts. in 1923.

This condition was, to a considerable extent, caused by the unfavourable water conditions. After the spring freshet the weather was dry and warm and the upper waters of the Miramichi river evaporated and ran off until it was difficult to run even a light log canoe in many places, and this lasted for several weeks, consequently, salmon found it difficult to reach the upper spawning areas of this water, and very large numbers did not do so, but remained in the deeper water and spawned some twenty or more miles below.

The regulations (authorized in 1922) allowing limited net fishing in a goodly portion of the Miramichi river were very well observed during that season, and, in addition, there was a very heavy freshet in that district during the latter part of June and early July, 1922, so that all obstructions were removed and tens of thousands of salmon and grilse found no difficulties obstructing their way to the upper water of the river, and the result was very excellent angling during 1922.

The Tobique river did not produce quite as much salmon in 1923 as it did in 1922. So far as I can gather, this was not because of weakness in the protective service on either the St. John or Tobique rivers. The riparian owners, and the lessees of the fishing waters of the Tobique river advise me that there

were sufficient numbers of salmon in the river, and that from early summer, but the water was low and the weather was bright and warm during much of the season, and fish simply would not rise to the fly.

The experience of salmon anglers in the vicinity of this place (Fredericton) was very remarkable during 1923. At a pool in the St. John river, within five miles of my office, over four hundred salmon and grilse were taken by anglers during the season, as compared with less than one hundred in 1922. The water was fairly low during a good portion of the season, as it was in 1922, and the fish appeared to stop at this place to be captured. The guardian who was stationed at this place during the summer of 1923 deserves praise for his efficiency and faithfulness in preventing illegal net fishermen operating.

Reports submitted by the sub-district officers covering their several districts indicate a slight betterment in the trout fishing, compared with the previous season. The factor of weather and water conditions enter into this class of sport fishing as well as that of salmon fishing by anglers, so that it is difficult to compare one year with another. I tried to keep in touch with conditions during the season, and reports coming to me were that trout fishing was excellent in some streams and lakes, and not good at other places.

SEARCHING FOR PARENT TROUT WATERS

Some efforts were made by my officers and myself during the season to locate areas where parent trout gather to plant their spawn, in accordance with instructions from the department. While no very great success attended our efforts, I think we got some information that, if followed up, may be of value.

On one section of the Miramichi river and a tributary, one very likely place was located and a few fairly large trout (16-inch fish) were taken. We ate these fish, but when dressing them we found that a large percentage were barren, containing neither eggs nor milt. These were sea trout and well up the Miramichi river.

SUB-DISTRICT OFFICERS

The sub-district officers in my district have been diligent, and have done all in their power to prevent infractions of the fishery laws, and have had a good degree of success, I am sure, and, notwithstanding the goodly quantities of fish taken from these waters—both harbour and inland—with the exception of the shad fishery, which I am anxious over, the fisheries generally are holding their own, and in some instances more than holding their own.

The matter of the pollution of the waters in this district is not now a serious matter. Time was when conditions were anything but good. The matter of the mill men using the rivers, lakes and streams as a means of getting rid of the waste from their mills was a practice of long standing, in fact, from the time of the earliest settlement of the lands, and continued so for a number of years after my appointment, but by a gradual process of education matters were considerably mended, and when the reorganization was completed in 1918 the newly selected local officers found a fairly good foundation laid, and with their assistance we went to work in a united manner and at the present time every man operating a mill knows just what to expect if he attempts to revert to the former method of disposing of his mill waste, and I assure you he is not disappointed in his expectations when it is possible for us to secure any evidence of the infraction. He would very quickly revert to the old method if it were not for the constant watchfulness on the part of the overseers. During 1923 there were fourteen evidences of infractions of this regulation, out of hundreds of mills in my district, and fourteen prosecutions followed, mostly for minor offences, eight first and six second offence cases and convictions were made in each case.

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A modern concrete fishway was constructed in the dam owned by the Nashwaak Pulp and Paper Company on the Nashwaak river at the town of Marysville, York county, during the autumn of 1923. This was built in place of a wooden fishway (on the opposite side of the river) which had been carried away during the spring freshet of 1923. The expense of the new pass was borne jointly by the department and the Nashwaak Pulp and Paper Company. It was not completed until late autumn, therefore, the large number of salmon which ascended that river about the first of October were unable to pass beyond the dam. The fishway appears to be a substantial and well built affair, and I think it is now in the right location for salmon to use, which was not the case with the former pass. Salmon do not ascend the Nashwaak river (with the exception of only an odd fish) every year, and very few ascend that river before autumn during any season. Practically none ascended during 1922. Large numbers did so (to the dam) in 1921 and 1923. The water conditions appear to be the controlling factor. While the river was very low during 1922 and 1923, in the latter year about the 1st of October, a considerable quantity of lumber (logs) was brought down the river by flushing with water held at the upper parts of the river, each day. As soon as this work began, salmon began to ascend the river, and it is the opinion of your department's engineer and others, that the flushing (fresh water being let out, or forced out) each day attracted the salmon. A heavy rain in the Nashwaak valley in the autumn has the same effect and then salmon will ascend the river.

Prosecutions for all offences during 1923 numbered twenty-six, as against fifty-three in 1922. Confiscations numbered twenty-six, as against thirty-five during 1922, and prosecutions followed in every instance where evidence connecting any person or persons with the offence could be established. Seizures consisted mostly of salmon nets, with a few shad and whitefish nets. All illegal or valueless-to-sell materials were destroyed. Legal materials that could be were sold. Some nets are still held and it is expected that these will be sold when fishing opens up again in the spring of 1924.

Moneys collected in the way of fines during the year amounted to the sum of \$613.50. In addition, fines to the amount of \$330 were imposed, and the penalties suspended pending good behaviour on the part of the offenders.

FISHERY LICENSES AND PERMITS

The following licenses and permits were issued by me during the calendar year 1923:—

	1923	1922
Salmon fishery licenses.....	105	112
Salmon net fishing permits (nontidal).....	129	123
Shad gill-net or drift-net licenses.....	219	254
Bass fishery licenses.....	15	18
Sturgeon fishery licenses.....	11	9
Smelt gill-net licenses.....	1	1
Whitefish fishery licenses.....	Nil	10

REPORT OF INSPECTOR S. T. GALLANT, PROVINCE OF PRINCE EDWARD ISLAND AND MAGDALEN ISLANDS, FOR 1923

Owing to unusual weather conditions the ice did not leave the shores until well on in May; consequently lobster fishing did not become general until May 18. Fine weather followed and a normal catch was obtained, with the exception of that part of the coast from Nail Pond to Victoria where the catch was one-third less than that of last year. There was no loss of gear. The fishermen received good prices, especially in Prince County where a large portion of the catch was sold in the shell and fancy prices realized. On the whole the season might well be termed a successful one.

In 1923, in comparison with 1922, there was an increase of ten (10) canneries, with an increase of 76,189 traps. As a result of the decrease in the market value of canned lobsters I do not anticipate that this fishery will be carried on to the same extent in the season 1924.

Spring herring fishing was good yielding an increase of 13,897 cwt. The canneries, therefore, were well supplied with bait during the entire season.

The codfish industry suffered a decrease of 4,202 cwt. due, no doubt, to the low prices offered at the opening of the season. A large number of fishermen left the Province to secure more lucrative employment elsewhere. The fish were very plentiful all summer and towards the latter part of the season good prices were realized, so that those who followed up this fishery were well paid for their labour.

There was an increase of 32 cwt. in the haddock catch and a decrease of 4,772 cwt. in hake and cusk.

Although spring mackerel were plentiful the fishermen did not fish to any extent on account of the low prices offered in the American Market and the high cost of transportation; the duty, too, was quite a factor in discouraging fishermen from shipping to the above-mentioned market. Quite a few mackerel were caught with hook and line in Queens county, and good prices were obtained for same.

There was a decrease of 1,176 barrels of oysters this year, due to the fact that there were 79 fishermen less fishing this season. The buyers were very particular in purchasing only full-sized oysters; consequently the demand was good throughout the season and fancy prices were realized. East and West rivers, and tributaries, also Vernor, Seal and Orwell rivers are well stocked with young oysters and we are looking forward to a good catch next year. When going over the oyster beds in Richmond bay, one-, two-, and three-year-old oysters were examined and found in a healthy condition, but the beds are so badly silted that the spat cannot catch and before these beds will become productive, they will have to be cleaned. It is our intention next summer, with the help of a few local men, to clean part of a bed and deposit two or three barrels of oysters on same in order to ascertain whether or not the blight still exists. This, I think, is a good move, as the department would scarcely be justified in spending money cleaning the beds until it was a positive fact that the oysters would not contract the disease which has been prevalent in the rivers of Prince County for the last seven or eight years.

There was an increase of 15 cwt. in the catch of salmon, Morell, Kings county, being the only place where this fishery was carried on. This increase is due to the fact that the fishing season was extended from the 15th to the 31st August. It is expected that there will be further development in this fishery in the near future as salmon were quite plentiful after August 15 in at least a dozen of the streams. Alberton, New London, and Richmond bays are well suited for salmon fishing. The fishermen at Morell received from 20 to 25 cents per pound for their catch last season and this should be an inducement for others to engage in this valuable and profitable fishery. For fishing at Morell three nets of 20 fathoms each are used, a pound is made of one net, while the other two are used as leaders; the total cost of these nets is about \$75, but, in view of the great demand for salmon and the high prices paid for same, this should offer no difficulty to those engaged in this fishery. I, therefore, anticipate considerable development in this industry within the next two years. A few salmon were caught by angling but there is no means of ascertaining the exact number caught.

Smelt fishing was good; the fish were large especially those caught with gill-nets. There was an excellent demand for them, and those engaged in this

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fishery were well paid for their time and labour. Bag-net fishing was delayed as the ice did not make in the rivers until the last days of December. Heavy catches are reported for the first two weeks of January from all parts of the province.

FISHERIES PROTECTION SERVICE

I am pleased to report that there was very little illegal lobster fishing this season. The new system of protection inaugurated last spring, that of long-term guardians patrolling the shore from West Point to Richmond bay, afforded splendid results, and, if the same system is employed for another year or more, there is no doubt that illegal lobster fishing in this Province will be a thing of the past.

FISHERIES PROTECTION SERVICE BY PATROL BOAT "RICHMOND"

The patrol *Richmond* was in charge of Captain Thomas Baglole and Assistant Fred. McKinnon, and began her patrolling duties on July 12 after being made ready for sea she continued patrolling until December 14, when she was laid up in her winter quarters at Ellis river.

The following seizures of lobster gear were made:—

Year	Rope	Traps	Crates	Anchors
1923.....	1,400 fath.	192	2	7
1922.....	2,900 "	688	..	..

It will be noticed that there is a considerable decrease in the amount of gear seized which may be attributed to the fact that the patrol *Richmond* rendered most efficient service, successfully frustrating at the outset any attempt made at illegal fishing. I may safely say that so long as Captain Baglole and his assistant are in charge of the above-mentioned patrol there will be very little illegal fishing carried on in Richmond bay.

MAGDALEN ISLANDS

The lobster fishing season opened on May 1 but did not become general until May 24, as the ice did not leave the shores until around May 20. A period of fine weather followed resulting in an increase of 3,723 cwt. over last year's catch.

By reason of the improved sanitary conditions and the up-to-date equipment installed the canneries in the Magdalen islands may well be numbered among the best in the Maritime Provinces. Several new canneries have been built and equipped with the most modern conveniences, and the goods put up by the Magdalen islands packers are of a highly satisfactory quality.

There is an increase of 4,266 cwt. in the catch of cod to report. The catch was quite satisfactory to those engaged in the fishery, there being an exodus of some 125 fishermen from the islands immediately after lobster fishing closed.

Herring, as usual were plentiful but as there was very little demand for them we have to report a decrease of 20,374 cwt.

There was very little demand for mackerel, although they were plentiful in June, and there was consequently a decrease in the catch of 13,419 cwt. The bulk of the catch was split and salted, and the quality was far superior to that of last year.

I have to report a decrease of 555 barrels in the catch of clams.

TRANSPORTATION

It is pleasing to note that a better boat will be placed on the Pictou-Souris route this season. This no doubt, will improve transportation facilities and be an encouragement to the fishermen to engage in the various fisheries on a still larger scale.

HARBOUR FACILITIES

On the north side of the islands, where the best codfishing grounds are located, there are no harbours which afford shelter to the fishing boats. It is estimated that some 2,000 quintal more codfish might have been landed at Etang du Nord last year had there been harbour accommodation at that point.

REPORT OF J. B. SKAPTASON, INSPECTOR OF FISHERIES, PROVINCE OF MANITOBA, FOR THE YEAR 1923

In a general way the year just passed may be considered reasonably successful for both fishermen and dealers. Practically the only exception is that of the summer whitefish operation on Lake Winnipeg from June 1 to August 15, which was a loss to both fishermen and companies operating. The only other variety of fish to show a decrease in production is the winter catch of tullibee. This, however, was very largely compensated for by the much higher prices that obtained than the previous year. All other varieties show a marked increase, and while these increases do not make up for the decrease in whitefish and tullibee, rather leaving the actual production for 1923 over two million pounds short of 1922, the amount realized by fishermen is shown to be nearly eighty-two thousand dollars greater, and the actual market value one hundred and eleven thousand dollars more for the catch of 1923 than that of 1922.

A very definite and valuable increase is indicated in sturgeon fishing, which is fully double that of the previous year. The increase is only partially accounted for by the greater number of licenses issued and men fishing, 183 as against 137 in 1922, or about 25 per cent more, while the increased production is fully 50 per cent greater. The demand for sturgeon was very good, creating a top price, giving each licensee a much higher average, or \$340 per license in 1923 as against \$162 in 1922. This fishing is largely carried on by Indians in a desultory sort of way with small and inefficient outfits, during two or three months of the summer, the results obtained by each man may therefore be considered reasonably lucrative.

Special attention is given all sturgeon fishing grounds in this inspectorate, with a view to watching for possible depletion. It is gratifying to be able to report, all these fisheries appear to be well supporting their various limits.

The Pas, Sub-District, comprising all waters north of 53 parallel excepting the northern parts of lakes Winnipeg and Winnipegosis, shows no summer fishing during 1923, excepting for sturgeon. This was carried on to a marked degree more extensively than in late previous years, with much increased individual results. The increasing of the limit on the Saskatchewan river and its expansions from 50,000 to 65,000 pounds, appear to me fully justified.

Winter fishing in these waters was carried on in a slightly lesser degree than previous year, the production, however, is slightly greater than that of the preceding winter. The reason for the light winter operation is accounted for by the very high cost of freighting the fish to railhead, as teams, and fodder for them, have to be shipped into the district.

Lake Winnipeg.—There has been an unaccountable falling off in the production of whitefish during the past two summer seasons on lake Winnipeg. The limit for the season which extends from June 1 to August 15 is 3,000,000 pounds. The following is the catch for the past three seasons:—

1921
2,927,098 lbs.

1922
2,472,470 lbs.

1923
1,455,404 lbs.

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It is not generally considered there need be any fear entertained, that this is an indication of depletion, rather the fish failed to school and kept scattered at various depths of water, making it more difficult for the fishermen to locate them. During the fall pickerel fishing, carried on in that portion of the lake lying south of Black Bear island, there has been a very noticeable increase in the whitefish catch all along the line, some places at times reporting from 10 per cent to 20 per cent whitefish as against pickerel, where a few years ago whitefish would hardly be seen during the whole season. This is generally ascribed to the Gull Harbour hatchery which is situated in the centre of this area.

Sturgeon fishing on this lake was carried on more extensively than in late previous years, and more than doubling the production of 1922. Sturgeon appears to be keeping up fairly well with the limited fishing carried on in the lake. A small attempt was made during the past summer at hatching of sturgeon eggs in Playgreen lake, no success was met with, in fact owing to the special adverse local conditions it was not found possible to obtain the parent fish in proper condition. The officer who had charge of this experiment, Mr. C. P. Paulson, Superintendent of the Gull Harbour hatchery, is confident the experience gained last spring will materially improve chances for success another year, and it is contemplated to make another try this coming summer at Berens river.

Lake Winnipegosis.—This lake enjoyed a normal season and a fair output. No summer fishing for whitefish was carried on, but during the fall season for pickerel, 166,000 pounds of whitefish was produced on what is not generally considered whitefish grounds. There is a feeling amongst the fishermen that whitefish is improving in the lake.

Last spring (1923) the department in response to a petition of fishermen, made a decided attempt at reducing to some extent the suckers or mullets in lake Winnipegosis. These fish have become a serious menace on the whitefish spawning grounds of the lake. The work was carried on under the direction of S. J. Walker, Inspector of Hatcheries. Three of the principal streams in the south end of the lake up which these fish run in spawning season, were blocked and all the fish taken. An offer of the department to transfer the fish to lakes on the Prairies that had no fish life was well received, and a large number of these fish were so disposed of throughout Manitoba and Saskatchewan.

Lake Manitoba.—The green fish industry is much on the increase throughout the west, all lakes where railway facilities are such as to allow of the fish being shipped fresh become very popular with fishermen, who are inclined to over-crowding in these waters. Lake Manitoba this present winter season is supporting practically 800 fishermen, or almost half the winter fishermen of the province, about 75 per cent of that number are operating in the comparative small area south of the narrows on the lake. The increase in fishermen on this lake as against winter 1922-23 is about 30 per cent. This is a comparatively small lake with no great depth of water, and it is unthinkable that it can indefinitely support the tremendous drain it is subjected to. It is, therefore, felt the now proposed hatchery for this lake cannot be put into operation a day too soon.

We had a visit during the past summer from Mr. Wm. A. Found, Director of Fisheries Service. It was the occasion of a get-together movement amongst fishermen as well as operators, and several very representative meetings were held by Mr. Found, and those directly interested in the industry. This was also an opportunity used by the Director of Fisheries to make a most thorough inspection of the various fisheries on lake Winnipeg, as well as the hatchery conditions on the lake.

All the officers of the district have shown commendable diligence in the performance of their duties.

During the year there were twenty-three prosecutions under the Fishery Regulations in the province, as follows:—

Fishing without license.....	6
“ in closed season.....	3
“ with illegal mesh nets.....	3
“ in weekly closed time.....	2
“ by means of explosives.....	3
Possession of fish closed season.....	6

REPORT OF G. C. McDONALD, INSPECTOR OF FISHERIES, PROVINCE OF SASKATCHEWAN, FOR 1923

The total catch for the year shows an increase of 5,751 cwts. over the previous year. The catch during the summer season has increased 2,239 cwts., and the catch during the winter season has increased 3,512 cwts. This increase of both summer and winter catches is due to more fishermen operating in almost every district in the province, there being an increase of 165 fisherman licenses issued during the year. The winter fishing season was delayed from ten days to two weeks during December on account of the unusually mild weather, resulting in there not being sufficient ice on the lakes to allow the fishermen to operate.

There is an increase shown in the value to fishermen of \$30,608, and an increase in the market value of \$41,306 due to larger production. The price obtained by the fisherman as well as the market value was about the same as during the previous year.

There has been an increase of 165 fisherman commercial licenses issued during the year. This is probably due to the low price obtained by the farmers for their produce as well as the increased demand for fish.

There are no waters showing any immediate signs of being depleted that would require any special restrictions during the near future, except probably Dore lake and Okemasis lake. During the last few years Dore lake has accounted for the largest production of fish of any lake in the province, and if the number of licenses issued on this lake continues to increase it might be found necessary to place a limit on the total production. This matter will receive attention at the close of the present winter fishing season, when more information will be available. Okemasis lake has been fished considerably during both the summer and winter seasons for a number of years, on account of its close proximity to the railroad, and if this strain continues on the lake it might be found necessary in the near future to place a limit on it also, and owing to its being so conveniently near the railroad I might suggest the placing of a generous quantity of whitefish spawn in it from the hatchery.

During the year there were seventy-six prosecutions and a conviction secured in every case, resulting in fines amounting to \$387.50, being imposed with additional costs on the defendants of \$265.60, according to the following:—

Fishing with nets without a license.....	8
Fishing during close season.....	32
Fishing with illegal apparatus.....	28
Illegal possession of fish.....	5
Selling fish taken under free permit.....	1
Damming of streams.....	2
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There were sixty-eight confiscations and forty-four sales of confiscated articles made during the year.

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Of the twenty dams reported during the year five of these were repaired and two new fishladders built in the Carrot river and Stoney creek dams. All fishladders in dams in the province are now reported to be in good condition.

Under equipment there is an increase shown for the year of 392 gill-nets due to more fishermen operating. There is also an increase shown of six gas boats, ten rowboats, two ice-houses, and three piers all on Turtle and Jackfish lakes and used in connection with the summer's operations. There is a decrease of six smoke-houses on Jackfish, Turtle and Dore lakes.

Reports show that during the year there was an increase of 1,803 cwts. of fish, with an increased value of \$9,938, taken under domestic license. This is due to there being an increase of 179 domestic licenses issued during the year.

There is also an increase shown of 4,836 cwts. of fish taken by anglers with an increased value of \$40,700. This is reported due to there being an estimated increase of 4,022 anglers.

REPORT OF R. T. RODD, INSPECTOR OF FISHERIES, PROVINCE OF ALBERTA, FOR 1923

A total amount of 51,862 cwts. of all kinds of fish were caught in the district of northern Alberta during the summer and winter seasons of 1923, an increase over the year 1922 of 6,173 cwts. Increased catches may be noticed in both trout and whitefish as well as the coarser varieties. The increase in trout is found chiefly in the lac la Biche district. An increase of about 2,000 cwts. of whitefish is accounted for by the following lakes: Primrose lake (Cold lake district), where a larger number of men operated, and the fishing was exceptionally good. Pigeon lake, also chiefly due to more fishermen operating. This lake is in a particularly healthy state. Moose lake and Athabasca lake district. The fishing in Fawcett lake and Calling lake was excellent. The above lakes were operated during the winter seasons. In the summer increases are noted in lac Ste. Anne, Wabamun, lac la Biche and Cold lake districts. It is most gratifying to note that Wabamun and lac Ste. Anne are again showing an increase in catch, and this can be accounted for by the heavy rains of the summer of 1923, which helped to raise the abnormally low waters of these two lakes. An increase will also be seen for Cold lake, which was fished for the first time on a commercial scale during the summer months.

A decrease in the catch of Lesser Slave lake is noted during the summer of 1923, where the maximum amount of 15,000 cwts. of whitefish fell short by 1,460 cwts. The maximum amount could easily have been obtained were it not for the fact that operations were suspended for a week at the opening of the season, owing to the phenomenal catch of the first week, which taxed the shipping facilities to the limit. After the first two weeks or so the fish scattered over the lake and the fishing was very poor. I recommend that the catch for this lake be restricted to a maximum of 10,000 cwts. instead of the present quantity.

During the winter it was also noticed that the catch of whitefish at Buffalo lake showed a large decrease, which can be accounted for through the serious delay in the commencement of fishing in December, 1923, owing to the exceptionally mild weather and lack of snow. Ice did not form in sufficient thickness to allow of fishing until the third week in December, and then only with great danger and difficulty. Indeed several of the companies operating lost horses through the ice breaking whilst hauling fish to the shore. Reports indicate, however, that in the latter part of the season 1923-24 the fishing at this lake was very good, and from the account received in this office there is no reason to believe that this lake is in anything but a fine condition. A decrease

is noticed in the Cold lake district in the catch of trout, although there were a greater number of fishermen fishing. This lake is considered to be in a depleted condition, and the department has now placed a limit on the amount of fish to be taken. A decrease in the Trout lake district resulted through no operations around lac la Biche and a smaller catch on Winifred and Christena lakes, not as many men operating on these lakes as formerly.

MARKETS

The markets during the year 1923 were exceptionally good, and keen competition between the various buyers was evinced, with a consequence that the fishermen obtained excellent prices. As high as 9 cents per pound was obtained in some cases for whitefish. Further an excellent market is now assured for lake trout, formerly difficult to dispose of in large quantities.

TRANSPORTATION

Transportation facilities show still more improvement both by the Edmonton and Dunvegan Railway and Alberta and Great Waterways Railway. During the summer two carloads of fish were upset on the former railway, but such was the assistance given that within twenty-four hours every pound of fish was on its way again to Chicago, and not a pound was lost. The latter railway proposes to assist in the breaking of a new trail to Buffalo lake on a lower elevation, that will decrease the now heavy overhead expenses to very appreciable degree, and will prevent the loss of fish on the trail.

EQUIPMENT

Further improvement is shown in the equipment, a larger number of gasoline boats being used at Lesser Slave lake, as well as deeper mesh nets. More attention is now being shown towards the cleaning and marketing of fish in good condition.

OBSERVANCE OF THE REGULATIONS AND PROSECUTIONS

There were twenty-six prosecutions of which two were appealed, and the court sustained the appeal with the result that the confiscated articles were ordered returned to the parties prosecuted by the department. Saw-mills have been warned regarding the pollution of streams and a great deal of attention has been shown this class of offender. The following is a list of offences:—

- 3 fishing without a license.
- 2 leaving remains, and offal on the ice.
- 1 fishing without domestic license.
- 5 fishing without angling permit.
- 5 fishing with apparatus other than gill-nets, etc., contrary to section 27.
- 1 killing under the size limit.
- 4 fishing in close season.
- 2 fishing with excess of net.
- 2 fishing with mesh less than 5½ inches for whitefish.
- 1 possession of whitefish in close season.

FISHWAY AND DAMS

These have been carefully inspected from time to time and with the exception of the Eau Clair dam at Calgary they have been reported as being in good condition. A fishway was ordered to be built on the Pembina, where lumbering operations prevented fish passing to their breeding grounds, and this is being attended to this spring.

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ANGLING

Owing to the great amount of rain in the southern part of Alberta, angling was not as successful as in years past, although the statistics show that a greater amount of fish was taken, this has been made possible through a closer check on the anglers and their catches. Through the roads being impassable for most of the season the headwaters of the streams have had a rest from the heavy fishing of the past dry years, and this will I think prove of the greatest benefit in the conservation of fish. Overseer Holmes has reported some improvement through the restocking of the lakes and streams in his district by the Banff hatchery.

In conclusion I might state that there are many inquiries regarding the contemplated operations at lake Athabasca during the coming season, and I am confident that in the very near future it will be possible to report the starting of fishing in this lake again. Several new lakes were explored, and one new lake fished commercially—Island lake—near Buffalo lake. This lake, however, is so covered with islands that the fish were not discovered this season in paying quantities. Next year will see one of the companies operating at several new lakes in the vicinity of Buffalo lake, which are said to contain trout weighing in the neighbourhood of 50 and 60 pounds, and also containing unlimited quantities of whitefish.

Inquiries have also been received from a firm in the East as to possibility of establishing a fish oil plant in Alberta, and one for the production of fish essence. At the present time an endeavour is being made to place smoked Alberta whitefish on the menu of the Canadian National Railway which may result in success along this line. Further, one of the companies operating in this province is experimenting along the lines of producing fish cakes canned and manufactured out of the coarser varieties.

REPORT OF CHIEF INSPECTOR MAJOR J. A. MOTHERWELL, WESTERN FISHERIES DIVISION (BRITISH COLUMBIA) FOR 1923

SALMON

By reference to statement No. 1, which gives the pack of canned salmon in British Columbia from the year such operations started in the province, it will be observed that the pack for 1923 amounted to the satisfactory total of 1,341,677 cases, the fifth largest since 1876. Previous to 1902 the pack of varieties other than sockeye was negligible and the increase of the past thirteen years particularly has been accounted for by the quantity of the fall varieties canned.

In the Fraser river district the pack of sockeye amounted to 29,423 cases which is practically the same as that of the brood year of 1919. The total of all varieties amounted to 224,637 cases but the comparison of this total with that of previous years would not be enlightening owing to the fact that during 1923 a very considerable portion of the pack of chums particularly was obtained from the Vancouver island district and cannot be properly included with the pack taken from the runs to the Fraser river.

The pack of sockeye on Puget Sound and practically all of which is taken from the run proceeding to the Fraser river, amounted to 47,402 cases as against 64,346 cases in the brood year of 1919. The catch of pinks in the Fraser river district and the Puget Sound Area, and which is practically all taken from the runs proceeding to the Fraser and streams in the immediate vicinity, accounted for 539,494 cases compared with 412,891 cases in the brood year of 1921.

In connection with the run of pinks it is observed that the Americans in Puget sound this year took 475,849 cases compared with 63,645 packed by the Canadian operators in the Fraser River district, although the great percentage of the run is proceeding to the spawning areas on the Canadian side of the line. During the season the run while passing through American waters ran the gauntlet of numerous traps and purse-seines which captured such large quantities that in certain instances it was impossible to market the catch and it was lost.

Seines are not permitted on the Canadian side in the Fraser river area and the fishermen depend on gill-net operations entirely. For some reason or other what was left of the large run of pinks after passing through Puget sound waters remained outside of the Fraser river until close to spawning time and the biggest run in the river occurred during the weekly closed period and a very satisfactory proportion reached the spawning grounds. It would seem that even to a greater extent than in the case of the sockeye, the pinks are protected on the Canadian side largely for the benefit of American competitors.

The run of springs to the Fraser river was the poorest in many years. The run of cohoes was fair, but the supply of chums was extremely satisfactory.

In the Rivers and Smiths inlet districts, which have been combined in the statement of pack for purposes of more accuracy, it will be found that the pack of sockeye amounted to the very satisfactory total of 118,502 cases, the largest since 1920. It will be remembered that in 1919 the drag-seine at Quashella creek, Smiths inlet, after fishing a very short period, was taken out and no seines have been permitted in Smiths inlet area since. This has undoubtedly been a factor in the good pack of 1923. In addition to the satisfactory quantities caught an inspection of the spawning areas shows that a plentiful supply of parent salmon reached the spawning areas.

The average earnings of the gill-net fishermen during the few weeks of operations in this area amounted to approximately \$470 each, the high boat in Smiths inlet produced a net earning of \$1,633 for four weeks' fishing. This was operated by an independent white man. Weather conditions enter very largely into the gill-net fishing operations. In the rainy dark weather the salmon swim deep and a large portion pass under the nets, whereas on a bright sunny day they are to be found nearer the surface and become an easier prey to the nets. During the season 1923 the weather conditions were most favourable although owing to the unusually light fall of rain many of the small streams along the coast, until very late in the season, did not contain enough water to permit the salmon to ascend to the spawning grounds. This was particularly the case in districts fished by purse-seines and drag-seines and unusual precautions were necessary with a view to protecting the salmon waiting at the mouths of these stream.

In the Skeena river district the pack of sockeye amounted to 131,731 cases, the product of the runs of 1918 and 1919, the Skeena river sockeye being four and five years old fish. In view of the fact that the weekly closed season was 48 hours and that there was a net decrease of 191 in the number of gill-net boats fished on the river, the pack would appear to be a satisfactory one. The results of the extended closed period and the reduction in fishing equipment is reflected in a most gratifying way in the splendid quantities of parent fish on the spawning grounds. It will be observed from statement No. 5, that only in one year since 1911 has the 1923 pack of sockeye on the Skeena river been exceeded and only twice since 1877. The runs of the other varieties were satisfactory but the packs apart from the sockeye cannot be taken as representing the size of the run for the reason that while an effort is always made

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to capture as many sockeye as possible, the quantities of the other varieties taken depend entirely on the fluctuating markets.

In the Queen Charlotte islands there is a large run of pinks in the even numbered years and 1923 being an off year at that district the result is reflected in the total pack.

On the Naas river the comparatively good run of the previous season was not maintained, the quantity of sockeye packed amounting to only 17,821 cases compared with 28,259 cases in 1919 and 21,816 cases in 1918. The run of pinks was not so good as in the preceding year or in the brood year of 1921.

The quantity of salmon packed in the province during the past few years and the conditions of the spawning beds would appear to justify the statement that in British Columbia apart from the Fraser and Naas rivers, both of which are contiguous to American waters, there is no fear of depletion of the salmon runs and particularly in view of the existing fishery regulations and the efficacy of the patrol service coupled with the very satisfactory operations of the salmon hatcheries.

HALIBUT

With a total of 334,667 cwts. the landings of halibut at British Columbia ports has established a record during 1923. By reference to statement No. 9 it will be observed that of the total landings 203,666 cwts. were brought in by boats of American registry. A very large percentage of the total landings of the province passed through the port of Prince Rupert and over the Canadian Government Railway system to markets in Eastern Canada and the United States.

In anticipation that the proposed closed season for halibut fishing on the coast would come into effect during the year probably a greater effort than usual was made to fill the cold storage establishments but in spite of the fact that the new regulations did not come into force the market was sufficiently attractive to permit of the large stocks of frozen fish being disposed of.

In connection with the large catch by American boats as compared with that of Canadian vessels, it is interesting to note that during the unfavourable weather when it is impossible for the smaller Canadian boats to fish the most attractive banks off the coast of Alaska, the small American craft are able to continue operations inside the territorial waters of Alaska which results in their delivering a larger catch than the Canadian fishermen. Out of a total of 315 boats delivering halibut at Prince Rupert 210 were under American registry.

In addition to the catch being so large the prices obtained at Prince Rupert reached the highest point since the war. In October, 1923, the price of 23.1 cents per pound was paid for first grade for catches by American boats whereas during the war the highest point reached was 23 cents.

Unfortunately the treaty providing for a closed season for halibut fishing did not pass the American Senate as was expected and cannot come into force until the fall of 1924. Indications, however, would appear to justify the expectation that there will be no further delay.

HERRING

There was a good average run of herring during the year and this particularly applies to the west coast of Vancouver island where the largest operations have been conducted in recent years.

A very large proportion of the catch is dry salted and shipped to the Oriental market. During the year the prices obtained have been unusually attractive, at one time during the season reaching \$82 per ton C.I.F. China. It is interesting to note that the dry salting business is coming more and more into

the hands of the whites. Until fairly recently the Japanese have controlled the industry, the market being China. During the year the Canadian white brokers have handled a very large percentage of the product.

The value of herring products at the point of shipment is approximately as follows:—

One ton of raw herring equals	400 lbs. stock food worth.....	\$ 12 00
do	400 lbs. fertilizer worth.....	10 00
do	30 Standard gals oil worth.....	10 50
do	1,000 lbs. Dry Salted worth.....	20 00
do	1,000 lbs. Kipperd worth.....	90 00
do	30 Cases Canned worth.....	195 00
do	6 bbls. Scotch cured worth.....	75 00
do	Halibut Bait worth.....	30 00

PILCHARDS

At certain seasons of the year on the west coast of Vancouver island pilchards appear in great numbers. During recent years considerable quantities have been canned but recently the market conditions have not been sufficiently attractive to permit of large quantities being put up. A contributory cause is the low price for which such excellent food as canned chum salmon can now be obtained.

WHALING

The whaling stations at Kyuquot, Rose Harbour, and Naden Harbour were operated during the year, the catch showing a considerable increase over the previous season. The number and species of whales taken is as follows:—

Species	Kyuquot	Rose Harbour	Naden Harbour	Total
Sperm.....	32	38	24	94
Sulphur.....	5	26	31	62
Fin.....	54	75	37	166
Hump.....	32	21	25	78
Sei.....	13	37	3	53
BN.....	2	—	—	2
Total.....	138	197	120	455

FUR SEALS

The Indians off the west coast of Vancouver island were particularly successful in fur sealing operations although a considerable number are taken in the vicinity of Heeate straits. A total of 2,979 were cleared through the Customs ports of the province.

DESTRUCTION OF SEA LIONS

As a result of the recommendation made by the Fisheries Commission of 1922 and also following suggestions contained in the report following the sea lion investigation of 1916, further efforts were made during the year looking to the reduction of these mammals found to be so numerous in the close vicinity of some of the principal salmon areas. The C.G.S. *Givenchy* left on the 18th of May for the Pearl and Virgin rocks in Queen Charlotte sound opposite Rivers inlet and Smiths inlet. Operations at these points are extremely difficult owing to the waters in the vicinity being uncharted and the whole area exposed to the sweep of the Pacific. This necessitated absolutely calm weather before approaching the rocks. The total number destroyed amounted to 1,885 including 1,231

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adults and 654 pups. In this work a Lewis gun, several .44 calibre rifles and clubs were used. Undoubtedly the slaughter of so many sea lions just before the valuable sockeye salmon were due to arrive greatly assisted the operations of the gill-net fishermen and numerous gill-netters expressed their delight and stated that their fishing operations were freer of interference from sea lions than they had been for a great many years and attributed these conditions to the sea lion hunt by the department.

PATROL SERVICE

The patrol fleet for the year consisted of the steam trawlers *Malespina* and *Givenchy*, the oil burning steamer *Marfish*, and nineteen gas boats all the property of the department, and in addition fifty chartered gasoline boats and one seaplane. The *Malaspina* logged 13,542 miles and the *Givenchy* 14,404 miles during the season. Fourteen of the gas boats owned by the department logged 93,010 miles, or an average of 6,643 miles each. Four of these gas boats remained on duty the full 12 months. The remainder, together with all the chartered boats were in commission for periods from one month to seven months. For the first three months of the year the C.G.S. *Thiepval*, the property of the Department of National Defence, was also loaned to the Fisheries Department to assist in the patrol of the three mile limit. The *Givenchy* was, during the last two weeks in the year, engaged in life-saving duties on the west coast of Vancouver island with headquarters at Bamfield.

A seaplane with headquarters at Prince Rupert consumed sixty-nine flying hours in fisheries protection work and the results obtained were sufficiently encouraging to justify the expectation that the number of patrol boats can be reduced with certainly no decreased efficiency, but rather with the expectation of more efficient service. There are certain difficulties in connection with seaplane patrol which it is difficult to overcome. In discovering a violation at a considerable distance from a patrol boat or settlement very little can be done beyond taking the name and number of the operator and boat and report to the nearest patrol boat or fishery officer. In the less isolated areas, however, it is usually possible to obtain a patrol boat within a reasonable time to take charge of the offender and his boat. At night and during a fog the plane is of no use but on the other hand in the isolated districts the seining operations which require so much attention can be adequately looked after by the means of the plane. The moral effect on the fishermen is excellent as they never know at what time a patrolman may come upon them from the air.

In addition to assisting with the patrol service next season it is proposed to obtain aerial photographs of the more important spawning areas in District No. 2. An examination by the ordinary means results in the expenditure of considerable money, effort, and time, and in some cases after the difficult task of getting into the upper waters the area has been found of little use. By means of the aerial photographs it will be possible to decide whether it is necessary to send in officers for a more detailed examination. By means of the photographs any serious obstructions in streams would probably be discovered.

At the present time two new 60-foot patrol boats are being built for the department at the Government Dockyard at Prince Rupert. These are being powered with 60 horse-power Beardmore semi-Diesel engines. Undoubtedly the crude oil engine is far more economical and just as efficient as the gas engine. The new boats are expected to be ready early in the spring of 1924. One is to replace the expensive *Fispa* for use of the Inspector of District No. 3 and the other will be used in District No. 2. The *Fispa* has been disposed of to the Vancouver Harbour Board.

REGULATIONS

During the year there were eighty-five prosecutions and seventy-six convictions for violations of the Regulations. The fines and sales from seized fishing equipment amounted to \$3,174.95.

The observance of the Fishery Regulations showed a considerable improvement over previous seasons and this applies particularly to the northern districts where, by a careful reorganization of the patrol service, excellent results have been obtained.

The weekly closed period of forty-eight hours for salmon fishing and which extended from 6 a.m. Saturday of each week to 6 a.m. Monday, was, at the request of the fishermen and other operators in District No. 2, altered for that district to cover the period from Friday at 6 p.m. to Sunday at 6 p.m. This has the effect of permitting all the canning establishments with their large staffs to rest on Sundays and permit the fishermen to obtain the Sunday night's fishing.

REDUCTION IN ORIENTALS

The gradual elimination of the Oriental from the fisheries of the province is primarily for the purpose of providing greater encouragement to White men and Canadian Indians to take up fishing for a living. By reference to the very interesting statement No. 8 the results in connection with the salmon gill-net operations in the several areas will be observed. Extending over the whole province the increase in the number of whites was 9.5 per cent and in the case of Indians 7.4 per cent and in the case of Orientals a decrease of 40 per cent which was recommended by the 1922 Fisheries Commission. The total number of fishermen of all nationalities decreased 534 or 11.9 per cent. On the Fraser river there was an increase of 6.2 per cent in whites but a decrease of 20.6 per cent in the case of Indians. On the Skeena river the increase in whites was 11.9 per cent and 16.2 in Indians.

In the case of salmon trolling while the reduction in Oriental licenses was 25 per cent the increase in Indians was 13.9 per cent but there was a decrease in whites of 6.1 per cent. Out of 1,446 trolling licenses issued for the province 1,154 were issued for District No. 3, 579 for the east coast and 575 for the west coast of Vancouver island.

It is interesting to note that on the east coast the increase in whites amounted to 69.7 per cent and in the case of Indians 343.4 per cent but on the West Coast where operations are considerably more difficult and hazardous there was a decrease of 22.6 per cent in the case of whites and 14.1 per cent in the case of Indians in spite of the reduction of 25 per cent in Orientals.

Cod fishing by means of lines was not licensed prior to 1923 but for the purpose of including this method of fishing in the general reduction in the case of Orientals licenses were required of all nationalities. It is the intention during 1924 to include cod handline licenses in the general policy of a 40 per cent reduction in the case of Orientals.

Owing to the desirability of eliminating or greatly reducing the quantities of grayfish and the necessity for every encouragement to this end and which policy was recommended by the Fisheries Commission of 1922, there is no limitation to the number of grayfish licenses which may be issued to Orientals or other nationalities providing they are British subjects.

The policy of the elimination of the Oriental in salmon seining operations naturally resulted in the development of this class of fishing by whites. The experience has been that white seine crews can be just as efficient if not more so than the Oriental and this applies very largely to the Indian as well.

ANGLING

It is becoming increasingly difficult to fill the requirements of the numerous applications for the stocking of the various lakes and streams with the several sporting varieties of fish. During the year ninety-nine applications were filled by means of Kamloops, Steelhead, Cutthroat, and Eastern Brook trout and Atlantic salmon. A total of 3,241,896 eyed eggs and fry were utilized for this purpose and results have been extremely satisfactory. Many lakes which in the past have never had many fish and others which have become depleted owing to excess of fishing have been stocked much to the satisfaction of a great many angling associations and individuals and much excellent angling will be provided within reasonable distance of the larger centres of population.

SCIENTIFIC INVESTIGATION

It is most gratifying to find that arrangements have been made by which the Fisheries of British Columbia are to receive more attention from the Biological Board with a view to investigating and advising on the numerous problems confronting the industry. The province of British Columbia has long felt the need of such action and although results cannot be expected to become apparent immediately, yet scientific investigation can be depended upon to in the near future show results making for a more intelligent understanding of fisheries problems by both those interested commercially as well as the staff of the Fisheries Department. It is hoped that conditions are being made sufficiently attractive to ensure the retaining permanently of desirable officers and instead of investigations being conducted intermittently there may be a continuity of observations by the same officers which will result in conclusions and solutions of great value to the industry.

BRITISH COLUMBIA FISHERIES COMMISSION, 1922

As a result of the recommendations made by the Commission of 1922 which investigated fisheries affairs in British Columbia, the following alterations were made in regulations and policy:—

(1) After the year 1923 gas boats will be permitted to be used anywhere in the province in salmon gill-net operations. These had previously been prohibited in District No. 2 and sail boats were provided by the canning companies.

(2) The number of fishing licenses issued to other than resident white British subjects and Canadian Indians was reduced by 40 per cent apart from salmon trolling licenses where the reduction was 25 per cent.

(3) The license fees and taxes were very materially reduced resulting in considerable satisfaction to the fishermen and operators generally but naturally reducing considerably the amount of revenue collected.

(4) The fishing boundary limits at the mouths of streams were altered to 400 yards from the mouths of streams. The power was left with the chief inspector for the province to move these further out if considered necessary.

(5) A reserve was arranged in the Cowichan bay area in order that the Fisheries at that point might be allowed to recover and that the several varieties of fish coming to the Cowichan river might receive protection.

(6) The regulation permitting of salmon fishing to commence on May 1 on certain portions of Vancouver island was altered to conform with the balance of the district.

(7) The weekly closed period for salmon fishing was made a uniform one of forty-eight hours.

(8) Departure bay was closed to all herring fishing by means of seines.

INDIANS

Previous to the year 1923 seining licenses have never been issued to Indians although these wards of the Government have been employed largely in the operations conducted with such fishing gear. The Indians have always felt that this was an unfair discrimination against them and the department decided during the year to grant them the same privileges in the way of seining licenses as are enjoyed by the whites. This privilege has been the cause of considerably increased good feeling on the part of the Indians.

Through the co-operation of the several officers of their department, deserving and needy Indians are being provided each year with fishing permits, which will permit them to take, without cost, a sufficient quantity of salmon to meet their requirements in the way of food during the winter season. Salmon so taken are not permitted to be sold.

INSPECTION OF SPAWNING AREAS

Just as far as it is practicable all salmon spawning areas were inspected while the parent fish were on the spawning beds. In this connection it is pointed out that owing to the fact that it is impossible under present conditions to employ the same men year after year for this work the reports received cannot be of as great comparative value as would be the case if the same officer year after year reported on the one area. In some of the most important districts, however, it has been possible to make satisfactory arrangements and the increased value of such information is obvious.

Naas River District.—The inspection of the Naas river area was undertaken about one week earlier than usual and the information obtained would appear to show that the supply of sockeye salmon on the spawning grounds was considerably less than in the fall of 1922 and with very little improvement over that of 1921. It will be remembered that there was a fair run of this variety to the Naas river in 1922 when the pack reached 31,277 cases against 17,821 in the year under review and 9,364 in 1921. A few sockeye were seen at the upper fall and there was a better showing at the lower fall and more were observed coming in as the inspecting officers were leaving.

The run of spring salmon was the best experienced since 1910.

The repairs to the fishway were made during July and at that time the engineer in charge of the work reports that as soon as the water was turned into the structure after the repairs were completed the salmon which were gathered at the base passed through with ease and the run appeared to be a fairly heavy one for a few days.

The report on the Bowser lake section of this watershed was again discouraging and although a small quantity of sockeye salmon was observed conditions would appear not to be suitable for any large run.

Skeena River Watershed.—The reports received demonstrate that again this watershed has been abundantly seeded with sockeye salmon. At Babine lake, which is the principal spawning area for the district, conditions were found to be most gratifying, the spawning beds in practically all the streams being heavily seeded. This condition also applies to Babine river and very satisfactory supplies of the spring and pink varieties were also found. It is only every other year that there is such a large run of pinks to the Skeena.

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It will be remembered that previous to the hatchery operations on the creek draining Morrison lake the supplies of eggs for hatching artificially had to be obtained from the different streams around the lake, but owing to fish cultural operations it is now unnecessary to go further than practically the hatchery door for obtaining more than the sufficient quantity of eggs to fill the hatching troughs to capacity. This is a good illustration of what can be done by the fish cultural methods being carried on by the department.

In the Lakelse lake area there was also a splendid supply of sockeye and pink salmon. A good run of sockeye has also been reported from the Kitsumkalem area.

Several cannery managers on the Skeena during the summer remarked on the good run of sockeye up the Oxtahl river and which they stated was undoubtedly due largely to the work of clearing the obstructions to the ascent of salmon and which work was done four years previous permitting the parent fish to reach the spawning grounds.

The run of spring salmon to the Skeena was the best experienced since 1910.

Central Division.—The streams on the mainland of this area which are fed by glaciers had a plentiful supply of water throughout the summer and the salmon were able to ascend to the spawning grounds but on the islands conditions are very different and frequent rain is necessary to keep the streams full. Unfortunately last summer was an unusually dry one and it was necessary to give this area increased attention in the way of patrol service in order to protect the parent fish until the rains arrived later in the fall when they were able readily to pass up.

Bella Coola and Kimsquit.—The spawning areas in this vicinity were fairly well seeded.

Rivers Inlet.—Conditions at this point were found to be most satisfactory. The provincial officer, our own overseer and the superintendent of the hatchery, all agree that the spawning beds were abundantly seeded with sockeye and that the run to the Inlet was one of the best in recent years.

Undoubtedly the very considerable amount of work done in 1919 in the way of clearing obstructions to the ascent of salmon in the several tributaries of Owekano lake contributed very largely to the good supply of salmon in 1923.

Smiths Inlet.—Conditions in this area were found to be similar to those in the Rivers Inlet district. The fishery overseer states that the showing of sockeye was the best seen by him since 1918. It will be remembered that in 1919 in the middle of the fishing season the seining operations at Quashella creek were stopped and this no doubt has a bearing on present conditions.

Queen Charlotte Islands.—It is only in the even numbered years that the large run of pinks occurs in this district. The quality of these pinks is equal to any pink salmon taken on the Pacific coast. Although the off year for the above mentioned variety the spawning grounds were well seeded with chums and the conditions in the several streams were such as to permit of a reasonably easy ascent to the spawning grounds.

Alert Bay District.—The principal stream in this area is the Nimpkish river. During the season there were no fewer than ten drag-seines operating at this point for sockeye. Fishing was not permitted, however, until the 20th of June, although in previous years operations commenced during the last few days in May. The result was that an abundant supply of parent fish were able to reach the spawning areas.

Cohoos and chums were plentiful everywhere but owing to this being the off year for pinks the supply of that variety was light.

Quathiaski District.—The run of sockeye to Heydon bay and Port Neville was good, although that to Philips arm was not up to expectations. There was an excellent run of the coho variety although pinks and chums were not so numerous.

Pender Harbour District.—No cannery operations were conducted in this district during the season. The Sauch-en-Auch creek area which has been receiving considerable attention during the past few years from the Department was again plentifully supplied with spawning sockeye. The runs of coho and chums were very satisfactory and in certain portions of the district this applies to pinks as well.

The streams on the east coast of Vancouver island generally were well seeded with chums particularly.

At the Cowichan river, which is one of the principal angling streams on the coast, the fishery officers report excellent catches of rainbow and cutthroat trout. The prohibition of the use of salmon eggs or compound in angling will undoubtedly greatly assist conservation of the sport fish.

West Coast of Vancouver island.—The only sockeye districts on the west coast of any considerable importance are at Kennedy river in Clayoquot sound, and Anderson, Sproat and Stamp rivers in Barclay sound. The supply at Kennedy lake, although the pack at the cannery at the mouth of the river was 4,482 cases of sockeye as against 5,393 in 1922, proved to be rather disappointing. The collection of eggs at the hatchery amounted to only 5,306,000.

At Anderson river the conditions were much more satisfactory and the hatchery situated on the lake was filled to capacity and by far the largest percentage of parent fish were permitted to deposit their eggs naturally. The runs to the Sproat and Stamp rivers were light.

The supply of chum salmon on the west coast was excellent and this applies particularly to the Barclay sound district, the spawning streams being splendidly seeded.

Fraser River Watershed.—In the districts above Hells gate the reports received show that the runs of salmon were extremely disappointing. The Quesnel lake, Bowron lake and Chilco lake districts provide no encouragement.

In the Shuswap area, however, the local officer reports an improvement over the year previous and particular reference is made to the South Thompson, Little river, Adams river and Barriere river.

At Harrison lake there was an unusually large run of sockeye and 11,162,000 eggs of this variety were taken at the outlet of the rearing ponds and evidently were fish returning as a result of a distribution of fry from these ponds four years previous. The collection at Morris creek was also a very satisfactory one. It is noted that the supply of the sockeye variety taken during this year's spawning operations was the largest since 1915.

In the Birkenhead river there was, as usual, an excellent supply of parent fish. The hatchery was easily filled to capacity and large quantities of spawning fish were permitted to deposit their eggs naturally.

There was a good run of the several varieties apart from the sockeye. The supply of pink salmon this year requires special mention. In spite of prophesies to the effect that overfishing had largely depleted the pink run, the numbers arriving this year exceeded all expectations and the spawning grounds in the lower Fraser, Howe sound, and Burrard inlet were very heavily seeded. It is only in the odd numbered years that the large run of pinks occurs to the Fraser.

GENERAL

Owing to the reduction of 40 per cent in the number of salmon gill-net licenses issued to others than resident white British subjects and Canadian

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Indians during the year, there was a smaller amount of fishing equipment in operation in most of the salmon gill-net areas and this fact undoubtedly contributed to the splendid conditions found on most of the spawning beds at the head of the gill-net areas.

DEPARTMENTAL OFFICERS

The industry was fortunate during the year in having the opportunity to discuss locally the numerous fishery problems with the minister, the deputy minister, and the assistant deputy minister, who visited the coast.

STAFF

As a result of the development of the fisheries of the province and the requirements of the several departments, the staff is kept exceedingly busy and in spite of much overtime it is becoming more and more difficult to keep up with the work. It is a great pleasure to testify as to the loyalty of the staff in the province in spite of the volume of work which is required of the members.

STATEMENT OF SALMON PACK—BRITISH COLUMBIA

WHOLE PROVINCE—1876 TO 1923

STATEMENT NO. 1

Year	Num- ber of can- neries oper- ated	Number of salmon licenses issued					Sockeye	Red Spring	Pink Spring	White Spring	Blue- backs	Steel- heads	Cohoos	Pinks	Chums	Totals
		G.N.	Troll.	P.S.	D.S.	T.N.										
1876	3	Particulars not available.					Particulars of varieties not available—practically all sockeye.	"	"	"	"	"	"	"	"	9,847
1877	4	"	"	"	"	"	"	"	"	"	"	"	"	"	"	67,387
1878	10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	113,601
1879	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	61,093
1880	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	61,849
1881	12	"	"	"	"	"	"	"	"	"	"	"	"	"	"	177,276
1882	18	"	"	"	"	"	"	"	"	"	"	"	"	"	"	255,061
1883	24	"	"	"	"	"	"	"	"	"	"	"	"	"	"	196,292
1884	17	"	"	"	"	"	"	"	"	"	"	"	"	"	"	141,239
1885	9	"	"	"	"	"	"	"	"	"	"	"	"	"	"	108,517
1886	17	"	"	"	"	"	"	"	"	"	"	"	"	"	"	161,264
1887	20	"	"	"	"	"	"	"	"	"	"	"	"	"	"	204,083
1888	21	"	"	"	"	"	"	"	"	"	"	"	"	"	"	184,040
1889	28	"	"	"	"	"	"	"	"	"	"	"	"	"	"	414,294
1890	32	"	"	"	"	"	"	"	"	"	"	"	"	"	"	408,978
1891	26	"	"	"	"	"	"	"	"	"	"	"	"	"	"	314,893
1892	27	"	"	"	"	"	"	"	"	"	"	"	"	"	"	228,470
1893	37	"	"	"	"	"	"	"	"	"	"	"	"	"	"	580,229
1894	32	"	"	"	"	"	"	"	"	"	"	"	"	"	"	494,371
1895	36	"	"	"	"	"	"	"	"	"	"	"	"	"	"	566,395
1896	47	"	"	"	"	"	"	"	"	"	"	"	"	"	"	601,570
1897	54	"	"	"	"	"	"	"	"	"	"	"	"	"	"	1,015,477
1898	51	"	"	"	"	"	"	"	"	"	"	"	"	"	"	1,484,161
1899	59	"	"	"	"	"	"	"	"	"	"	"	"	"	"	732,437
1900	64	"	"	"	"	"	"	"	"	"	"	"	"	"	"	585,413
1901	73	"	"	"	"	"	"	"	"	"	"	"	"	"	"	1,236,156
1902	66	"	"	"	"	"	531,436	Springs and Fall:					94,546			625,982
1903	59	"	"	"	"	"	Particulars of varieties not available—practically all sockeye.									473,674
1904	51	"	"	"	"	"	323,226	(35,421 Re & Wh. Springs)							Fall: 107,247	

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1905	67	"	"	1,080,673	(28,359	Red & Wh. Springs)	44,458	13,970	1,167,460
1906	64	"	"	459,679	31,261	1,083	69,132	(68,305 Pks. & Ch.)	629,460
1907	58	"	"	314,074	23,159	2,939	87,900	(118,704 "	547,459
1908	52	"	"	355,023	23,433	2,731	81,917	(76,448 "	542,689
1909	72	"	"	840,441	18,218	799	61,918	(46,544 "	967,920
1910	58	"	"	565,915	19,313	9,476	74,382	34,613	762,201
1911	59	"	"	383,509	38,751	9,705	119,802	305,247	948,965
1912	57	3,640	92	444,762	62,345	18,092	165,309	247,743	996,576
1913	78	4,782	74	972,178	37,433	3,616	69,822	192,887	1,353,901
1914	63	4,857	61	536,696	32,908	16,420	120,201	220,340	184,474
1915	63	4,951	61	476,042	51,734	6,370	146,956	367,352	1,111,039
1916	72	4,600	80	214,789	51,231	15,495	183,623	280,644	82,000
1917	94	5,286	99	339,848	48,630	27,646	157,559	496,759	240,201
1918	88	5,073	122	276,459	65,535	41,819 Pk. & Wh.)	191,068	527,745	995,005
1919	82	4,598	139	369,445	73,179	18,295	175,670	346,639	475,273
1920	65	4,761	155	351,405	95,983	13,877	101,972	520,856	497,615
1921	56	4,777	59	163,914	36,725	6,061	117,288	192,906	372,085
1922	64	4,491	143	299,614	21,163	11,913	102,845	581,979	84,626
1923	61	3,957	293	334,647	17,539	4,858	112,044	440,932	71,408
									258,204
									1,290,326
									1,341,677

NOTE.—Licenses issued 1923 include transfers from one district to another.

SESSIONAL PAPER No. 29

1905	38	2,770	"	837,489 (5,507: Red and White Spring)	30,836	3,304	.....	877,136
1906	24	1,746	"	183,007	34,413	(15,543 Pk. & Ch.)	.....	240,486
1907	18	1,726	"	59,815	35,766	(63,530 Pk. & Ch.)	.....	163,116
1908	16	1,374	"	63,126	1,427	(415 Pk. & Ch.)	.....	89,184
1909	38	2,688	"	542,248	1,428	.....	.....	567,203
1910	21	1,577	"	133,045	1,018	.....	.....	293,148
1911	15	1,396	"	58,487	7,028	8,925	128	293,148
1912	15	1,430	2	108,784	14,655	8,373	142,101	301,344
1913	35	2,560	2	684,596	3,573	49	574	173,921
1914	20	2,650	.....	185,483	9,485	14,000	9,973	732,059
1915	22	2,616	.....	89,040	15,388	3,532	6,037	328,390
1916	21	2,240	.....	27,394	11,096	9,217	128,555	289,119
1917	29	2,626	8	123,614	10,197	18,916	840	106,440
1918	18	1,582	1	16,849	15,192	24,274	134,442	377,988
1919	14	1,337	1	29,628	14,519	3,562	18,388	206,003
1920	11	1,288	28	44,598	19,961	2,204	39,363	158,718
1921	13	1,437	25	35,900	11,360	467	12,839	132,860
1922	10	1,296	17	48,744	10,561	2,433	8,178	103,917
1923	11	964	25	29,423	3,854	812	29,578	137,482
						3,615	63,645	224,637

NOTE.—Licenses issued 1923 include transfers from other districts.

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1905.....	6	"	"	"	90, 713 (351 Red & Wh. Spr.)							91, 064
1906.....	8	"	"	"	132, 631	181						132, 878
1907.....	8	"	"	"	97, 874	750						105, 564
1908.....	8	"	"	"	74, 452	1, 254						89, 890
1909.....	8	"	"	"	102, 527	1, 087						105, 314
1910.....	8	"	"	"	141, 921	383						144, 398
1911.....	8	"	"	"	105, 763	1, 317						127, 066
1912.....	8	"	"	"	129, 217	1, 452						158, 798
1913.....	8	"	"	"	79, 345	1, 589						90, 944
1914.....	*7	"	"	"	89, 890	566						109, 052
1915.....	8	"	"	"	162, 651	1, 022						179, 431
1916.....	9	"	"	"	58, 192	1, 033						112, 629
1917.....	10	815	"	"	75, 326	715						113, 758
1918.....	10	815	"	"	68, 447	957						128, 937
1918.....			"	"	68, 842	957						127, 352
1919.....	11	916	"	"	73, 754	967						13, 053
1919.....			"	"	72, 072	967						109, 254
1920.....	10	1, 044	"	"	142, 703	1, 537						174, 938
1920.....			"	"	153, 245	1, 537						165, 890
1921.....	10	1, 215	"	"	50, 849	386						58, 562
1921.....			"	"	49, 729	406						60, 569
1922.....	10	1, 191	"	"	68, 818	216						94, 940
1922.....			"	"	56, 518	216						92, 690
1923.....	10	1, 172	"	"	118, 502	230						133, 930
1923.....			"	"	112, 350	230						127, 778

NOTE: Figures shown in black are packs from fish caught at Rivers Inlet or Smiths Inlet. Figures in black for years previous to 1918 are actual packs. Figures shown in italic, 1918 to 1923, are actual packs irrespective of where fish taken and not including fish shipped out for canning in other districts.

*1914 figures include Rivers Inlet pack only, no figures being available for Smiths Inlet for that year.

NOTE.—Its column "Varieties other than sockeye packed at Smiths Inlet." For the years this column is utilized, figures of the different varieties other than sockeye packed at Smiths Inlet were not available, and had to be shown as a total. Sockeye for these years are shown under their proper heading.

†Statement No. 3 on page 68.

PACK OF CANNED SALMON ON THE SKEENA RIVER—1876 TO 1923

STATEMENT No. 5

Year	Number of canneries operated	Number of salmon licenses issued				Sockeye	Red Spring	Pink Spring	White Spring	Blue-backs	Steel-heads	Colloes	Pinks	Chums	Totals
		G.N.	Troll.	P.S.	D.S.	T.N.									
1876															
1877	1														3,000
1878	2	"					"	"	"	"	"				8,500
1879	2	"					"	"	"	"	"				10,603
1880	2	"					"	"	"	"	"				19,694
1881	2	"					"	"	"	"	"				21,560
1882	2	"					"	"	"	"	"				24,522
1883	5	"					"	"	"	"	"				31,157
1884	5	"					"	"	"	"	"				53,986
1885															
1886	3	"					"	"	"	"	"				12,900
1887	5	"					"	"	"	"	"				37,587
1888	5	"					"	"	"	"	"				58,592
1889															70,106
1890	6	"					"	"	"	"	"				58,165
1891	7	"					"	"	"	"	"				90,509
1892	8	"					"	"	"	"	"				78,135
1893	7	"					"	"	"	"	"				90,280
1894	7	"					"	"	"	"	"				59,675
1895	7	"					"	"	"	"	"				61,151
1896	8	"					"	"	"	"	"				67,797
1897	8	"					"	"	"	"	"				100,140
1898	6	"					"	"	"	"	"				65,905
1899	7	"					"	"	"	"	"				81,234
1900	10	"					"	"	"	"	"				108,026
1901	11	"					"	"	"	"	"				128,529
1902	10	"					"	"	"	"	"				126,092
1903	10	"					"	"	"	"	"				154,875
1904	11	"					"	"	"	"	"				98,669
1905	12	"					"	"	"	"	"				154,869
1906	14	"					"	"	"	"	"				126,092
1907	13	"					"	"	"	"	"				154,875
1908	13	"					"	"	"	"	"				98,669
							93,404	(20,621 Red&Wh.Spr.)				10,315	30,529		
							84,717	(14,598 Red&Wh.Spr.)				7,247	7,523		
							86,394	20,138				16,897	(38,991 Pk.&Ch.)		
							108,413	10,378				15,247	(25,217 Pk.&Ch.)		
							139,846	13,374	468			10,075	(45,404 Pk.&Ch.)		

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1909	12	"	"	87,901	11,727	742	12,249	(28,120	Pk.&Ch.)	140,738
1910	12	"	"	187,246	9,546	239	11,531	13,473		232,035
1911	12	"	"	131,066	15,514	248	23,376	81,956	70	254,410
1912	12	"	"	92,498	19,332	4,501	39,835	97,888	504	234,258
1913	13	"	"	52,927	23,250	3,186	18,647	66,045		164,055
1914	13	"	"	130,166	11,329	211	16,378	71,021	8,329	237,634
1915	13	"	"	116,553	15,069	204	1,798	32,190	5,769	279,161
1916	14	"	"	60,923	18,372	2,561	3,743	73,029	17,121	223,158
1917	15	788*	"	65,760	13,586	2,699	18,356	148,319	21,516	292,219
1918	15	889*	"	123,322	16,013	6,828	4,994	38,759	161,727	374,216
1919	14	1,153	"	184,945	9,661	2,656	2,672	36,559	117,303	398,877
1920	15	954	"	90,869	37,403	3,123	1,218	18,068	177,679	334,392
1921	13	1,109	"	40,018	18,599	445	498	45,033	124,457	234,765
1922	13	1,091	"	100,615	7,080	1,805	1,050	24,673	302,555	362,055
1923	13	900	"	131,731	8,863	2,499	418	145,973	16,527	338,863

* Approximately.

NOTE.—Salmon gill-net figures 1923 include 1 transfer.

15 GEORGE V, A. 1925

PACK OF CANNED SALMON ON THE NAAS RIVER—1876 TO 1923

STATEMENT No. 6

Year	Number of canneries operated	Number of salmon licenses issued				Sockeye	Red Spring	Pink Spring	White Spring	Blue-backs	Steel-heads	Cohoos	Pinks	Chums	Totals
		G.N.	Troll.	P.S.	D.S. | T.N.										
1876.....															
1877.....															
1878.....															
1879.....															
1880.....															
1881.....	1	Particulars not available.				Particulars of varieties not available—practically all sockeye.									7,700
1882.....	2	"	"	"	"	"	"	"	"	"	"				16,100
1883.....	2	"	"	"	"	"	"	"	"	"	"				20,383
1884.....	1	"	"	"	"	"	"	"	"	"	"				8,500
1885.....															
1886.....															
1887.....															
1888.....	1	Particulars not available.				Particulars of varieties not available—practically all sockeye.									12,318
1889.....	3	"	"	"	"	"	"	"	"	"	"				19,410
1890.....	3	"	"	"	"	"	"	"	"	"	"				23,906
1891.....	3	"	"	"	"	"	"	"	"	"	"				10,323
1892.....	3	"	"	"	"	"	"	"	"	"	"				25,434
1893.....	3	"	"	"	"	"	"	"	"	"	"				15,190
1894.....	1	"	"	"	"	"	"	"	"	"	"				19,587
1895.....	1	"	"	"	"	"	"	"	"	"	"				19,550
1896.....	1	"	"	"	"	"	"	"	"	"	"				14,649
1897.....	1	"	"	"	"	"	"	"	"	"	"				20,847
1898.....	1	"	"	"	"	"	"	"	"	"	"				18,953
1899.....	1	"	"	"	"	"	"	"	"	"	"				19,443
1900.....	1	"	"	"	"	"	"	"	"	"	"				18,238
1901.....	1	"	"	"	"	"	"	"	"	"	"				14,790
1902.....	2	"	"	"	"	20,953 | (Other varieties: 2,365)	Particulars of varieties not available—practically all sockeye.								23,318
1903.....	1	"	"	"	"	15,000 | (2,357 Red and Wh. Spr.)						1,697	31		19,085
1904.....	2	"	"	"	"										
1905.....	3	"	"	"	"	24,462 | (3,340 Red and Wh. Spr.)						3,085	1,840		32,725
1906.....	3	"	"	"	"	22,166 | 858						5,997	(3,450 Pk. and Ch.)		32,534
1907.....	3	"	"	"	"	17,813 | 1,288			63			6,093	(5,957 Pk. and Ch.)		31,832
1908.....	3	"	"	"	"	27,584 | 3,263						8,348	(6,612 Pk. and Ch.)		46,908

15 GEORGE V, A. 1925

PACK OF CANNED SALMON OF PUGET SOUND FROM 1887 TO 1923

STATEMENT No. 3.

Year	No. of canneries operated	Spring	Sockeye	Medium Red	Chum	Pink	Steelhead	Total
1887		Particulars of varieties not available.						22,000
1888	4							21,975
1889	2	240		7,480	1,145	2,890		11,674
1890	1	1,000		3,000	4,000			8,000
1891	2	382	5,538	5,869	3,093	5,647		20,529
1892	2	86	2,934	7,206	16,180			26,426
1893	3	1,200	47,852	11,812	11,380	17,530		89,331
1894	3	41,781	22,418	22,418	22,152	9,049		95,400
1895	7	1,542	65,143	50,865	38,785	23,633		179,968
1896	11	13,495	72,979	82,640	26,550			195,664
1897	12	9,500	312,048	91,900	23,310	57,268		494,026
1898	18	11,200	252,000	98,600	38,400			400,200
1899	19	24,364	499,646	111,387	31,481	252,733		919,611
1900	19	22,350	229,800	128,200	89,100			469,450
1901		Particulars of varieties not available.						1,380,590
1902	21	30,049	372,301	85,817	93,492			581,659
1903	22	14,500	167,211	103,450	12,001	181,236		478,488
1904	13	14,441	109,264	118,127	49,656			291,488
1905	24	1,804	825,453	79,335	41,057	70,992		1,018,641
1906	16	8,139	178,748	94,497	149,218			430,802
1907	14	1,814	93,122	119,372	50,249	433,423		698,080
1908	22	95,210	170,951	128,922	47,607	6,075		448,765
1909	11	13,019	1,097,904	143,133	53,688	370,993		1,632,949
1910	24	10,064	248,014	162,755	146,942	108		567,883
1911	15	21,823	127,761	256,124	104,321	1,046,992		1,557,029
1912	20	20,252	184,680	149,727	60,760	700		410,125
1913								1,632,949
1914	22	1,234	1,673,079	61,019	56,225	791,886		2,583,463
1915	31	26,044	335,230	151,893	278,801	108		792,860
1916	41	28,466	64,548	180,783	411,724	583,649		1,269,206
1917	32	37,030	84,637	155,832	427,878	1,887		707,278
1918	45	57,543	411,538	114,276	216,285	1,124,884		1,921,554
1919	32	63,866	50,723	235,800	267,538	6,605	106	624,198
1920	35	64,346	64,346	210,883	525,541	421,215	5,076	1,295,626
1921	11	25,846	62,654	24,502	48,849	4,669		106,520
1922	23	25,567	102,967	89,412	30,831	404,713		653,490
1923	16	20,615	48,566	111,711	65,552	2,225		248,729
1924	18	15,777	47,402	122,000	97,081	475,849	29	758,138

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COMPARATIVE STATEMENT OF FISHERY LICENSES ISSUED, SEASONS 1923 AND 1922
 SUMMARY—WHOLE PROVINCE OF BRITISH COLUMBIA. As at February 16, 1924.

STATEMENT No. 7.

Variety of License	Season, 1923								Season, 1922				Variety of License
	Issued				Transferred from other districts:				Total operating in District:				
	Wh.	Ind.	Jap.	Total	Wh.	Ind.	Jap.	Total	Wh.	Ind.	Jap.	Total	
Salmon Cannery.....	61			61					61			61	64 Salmon Cannery.
Salmon Curing.....	44		5	49					44			49	61 Salmon Curing.
Salmon Trap-net.....	6			6					6			6	4 Salmon Trap-net.
Salmon Purse-seine.....	192	2		194	29			29	221	2		223	143 Salmon Purse-seine.
Salmon Drag-seine.....	31			31					31			31	36 Salmon Drag-seine.
Salmon Gill-net.....	1,468	1,094	1,193	3,755	28	174		202	1,642	1,122	1,193	3,957	4,491 Salmon Gill-net.
Salmon Trolling.....	697	499	249	1,445	1			1	698	499	249	1,446	332 Salmon Trolling.
Boat (Buyer's).....	74	6	96	176		1			74	6	96	176	248 Boat (Buyer's).
Buyer's.....	132	5	25	162					132	5	25	162	126 Buyer's.
Asst. Salmon Seine Boat.....	342	539		881					342	539		881	Asst. Sal. Seine boat.
Capt. Salmon Seine Boat.....	28	30		58					28	30		58	Capt. Sal. Seine boat.
Asst. Salmon Gill-net.....	121	343	528	992					121	343	528	992	Asst. Sal. Gill-net.
Experimental Salmon Cannery.....													2 Experimental Sal. Cannery.
Herring Cannery.....	3			3					3			3	2 Herring Cannery.
Herring Curing.....	23		6	29					23		6	29	22 Herring Curing.
Herring Purse-seine.....	37		3	40					37		3	40	29 Herring Purse-seine.
Herring Drag-seine.....	3			3					3			3	Herring Drag-seine.
Herring Gill-net.....	21		11	32					21		11	32	38 Herring Gill-net.
Capt. Herring seine boat.....	15	5	9	29					15	5	9	29	1 Capt. Herring Seine boat.
Angling Permits.....	4		1	5					4		1	5	52 Angling Permits.
Cod Hook and Line.....	66	8	304	378					66	8	304	378	Cod Hook and Line.
Crab Fishery.....	96	19	3	118					96	19	3	118	Crab Fishery.
Grayfish Hook and Line.....	11	3	33	47					11	3	33	47	Grayfish Hook and Line.
Grayfish Gill-net.....	14		21	35					14		21	35	120 Grayfish Gill-net.
Miscellaneous Licenses.....	170	11	136	317					170	11	136	317	403 Miscellaneous Licenses.
Totals.....	3,659	2,564	2,623	8,846	232	204			3,863	2,592	2,623	9,078	Totals.

STATEMENT SHOWING INCREASE OR DECREASE IN LICENSES ISSUED IN 1923 OVER LICENSES ISSUED IN 1922,
BRITISH COLUMBIA

STATEMENT No. 8

Variety of License	Area	Licenses issued 1923				Increase over 1922			Decrease from 1922			Totals All nationalities	
		Whs.	Ind.	Jap.	Total	Whs.	Ind.	Jap.	Whs.	Ind.	Jap.	Net In- crease	Net De- crease
Salmon Gill-net.	Whole province. Percentage.	1,642	1,122	1,193	3,957	172 9.5	90 7.4				796 40.0		534 11.9
"	District No. 1. Percentage.	414	27	523	964	24 6.2				7 20.6	349 40.0		332 25.6
"	District No. 2— Naas River. Percentage.	33	116	95	244	1 3.1	2 1.7				63 39.9		60 19.7
"	Skeena River. Percentage.	178	337	385	900	19 11.9	47 16.2				257 40.0		191 17.5
"	Rivers Inlet and Smiths Inlet. Percentage.	614	463	95	1,172	47 8.3				4 0.9	62 39.5		19 1.6
"	Outlying. Percentage.	349	120	66	535	114 48.5	41 51.9				45 40.5	110 25.9	
"	Totals— District No. 2. Percentage.	1,174	1,036	641	2,851	181 18.2	86 9.1				427 40.0		160 5.3
"	District No. 3. Percentage.	54	59	29	142		11 22.9			33 37.9	20 40.9		42 22.8
Salmon Trolling.	Whole province. Percentage.	698	499	249	1,446		61 13.9			45 6.1	83 25.0		67 4.4
"	District No. 1. Percentage.	25			25	8 47.1						8 47.1	
"	District No. 2. Percentage.	162	104	1	267					140 46.4	1 50.0		146 35.3

APPENDIX 2

FISHERIES

FINANCIAL STATEMENT, 1923-24

Vote No.	Service	Appropriation	Expenditure
		\$ cts.	\$ cts.
249	Salaries and disbursements of Fishery Officers, Fisheries Patrol Service, Fisheries Protection Service.....	880,000 00	807,189 08
250	Building fishways and clearing rivers.....	40,000 00	20,316 45
251	Legal and incidental expenses.....	4,000 00	656 16
252	Conservation and development of deep-sea fisheries.....	95,000 00	19,864 30
253	Fisheries Intelligence Bureau.....	2,000 00	958 19
254	Inspection of canned and pickled fish.....	25,000 00	23,122 99
255	Fish culture.....	370,000 00	350,487 34
256	Investigations into fisheries.....	15,000 00	5,553 28
257	Marine Biological Board.....	42,000 00	42,000 00
		1,473,000 00	1,270,147 79
	Civil Government salaries.....	99,820 00	93,521 58
	Contingencies.....	20,000 00	18,352 02
	Fishing bounty.....	160,000 00	159,916 80
		1,752,820 00	1,541,938 19
435	Cost of Living Bonus.....		58,618 51
	Superannuation No. 4, Retirement Act, 1920.....		5,456 95
	Gratuities.....		230 00
	Total net expenditure, 1923-24.....		1,606,243 65

DETAILED STATEMENT—EXPENDITURE—SALARIES AND DISBURSEMENTS, 1923-24

Provinces	Inspector's Overseers and Ward's	Allowances				Gasoline and Oil	Special Guardians		Sundry	Total
	Salaries	Disbs.	Auto	Boat	Horse		Wages	Expenses		
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Eastern Division—</i>										
General account.....	9,558 84	1,704 82					280 00	18 45	50 91	11,613 02
Nova Scotia, G.A.....	3,120 00	372 15							116 00	3,608 15
" No. 1.....	12,660 00	2,744 00	3,200 00	625 00		244 79	15,933 13	157 94	186 09	35,750 95
" No. 2.....	16,140 00	2,977 14	4,328 89	250 00	173 33	104 93	6,373 01	232 50	111 80	30,911 60
" No. 3.....	18,278 32	3,899 95	4,000 00	15 00	600 00		5,277 70	55 61	105 99	32,232 57
Prince Edward Island, No. 1.....	7,903 38	1,970 26	1,600 00				4,402 21	170 00	304 36	16,410 21
" No. 2.....	2,331 00	726 45		225 00		299 10		300 00	4 88	3,886 43
New Brunswick, No. 1.....	9,120 00	1,908 38	1,600 00	400 00	108 00	235 36	3,325 00		107 99	16,804 73
" No. 2.....	16,680 00	3,462 86	4,251 61	997 73	111 29	579 24	8,698 27	6 00	148 02	34,935 02
" No. 3.....	6,720 00	1,326 00	200 00	37 50	150 00	75 10	6,926 60		26 45	15,461 65
Quebec.....	102,511 54	21,092 01	19,180 50	2,550 23	1,142 62	1,538 52	51,415 92	960 50	1,222 49	201,614 33
<i>Central Division—</i>										
General account.....	1,230 00	32 50								282 90
Manitoba.....	7,575 00	3,381 46		168 75	618 75				5 00	1,267 50
Saskatchewan.....	9,035 00	3,578 78	112 50	68 75	483 33		562 50	666 80	68 70	13,041 96
Alberta.....	7,908 11	3,154 34	112 50	168 75	450 00		325 00	621 50	57 02	14,281 88
							820 00	733 15	312 97	13,709 82
British Columbia—	25,748 11	10,147 08	225 00	406 25	1,552 08		1,707 50	2,071 45	443 69	42,301 16
General account.....										
British Columbia, No. 1.....	19,610 38	1,304 09							4,093 46	25,007 93
" No. 2.....	10,165 66	8,647 70					7,758 93	1,815 41	1,368 41	29,756 11
" No. 3.....	11,921 71	3,322 55					3,547 33	731 95	2,090 56	21,614 10
" ".....	14,137 45	7,438 37				304 64	4,018 04	1,124 35	589 61	27,612 46
General Account.....	55,835 20	20,712 71				304 64	15,324 30	3,671 71	8,142 04	103,990 60
										103,990 60
									20,455 77	20,455 77

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SUMMARY

General Account.....	102,511 54	21,092 01	19,180 50	2,550 23	1,142 62	1,538 52	51,415 92	960 50	20,455 77	20,455 77
Eastern Division.....	25,748 11	10,147 08	225 00	406 25	1,552 08	304 64	1,707 50	2,071 45	1,222 49	201,614 33
Quebec.....	55,835 20	20,712 71					15,324 30	3,671 71	282 90	42,301 16
Central Division.....									443 69	103,990 60
British Columbia.....									8,142 04	
	184,094 85	51,951 80	19,405 50	2,956 48	2,694 70	1,843 16	68,447 72	6,703 66	30,546 89	368,644 76

DETAILED STATEMENT FISHERIES PATROL SERVICE EXPENDITURE, 1923-24

Establishments and Accounts	Paylist	Board or Prov'n.	Fuel	Repairs		Supplies		Clothing	Sundry	—	Total
	\$ cts.	\$ cts.	\$ cts.	Hull	Engine	Engine	Deck	Stewards	\$ cts.	\$ cts.	\$ cts.
<i>Eastern Division—</i>											
<i>Nova Scotia</i>											
"Mildred McColl"	3,519 93	2 10	1,130 26	136 01	65 44	238 58	54 33	48 82	71 05	5,269 20	8,699 93
"A"	2,105 87	29 78	441 99	62 66	415 87	85 56	52 72	65 07	16 21	3,275 73	
"B"									5 00	5 00	
"E"									150 00	150 00	
<i>Prince Edward Island</i>											
"Ostrea"				151 70		58 23		1 30	304 80	516 03	1,590 55
"D"									25 00	25 00	
"Richmond"	779 58		105 00		8 67	43 99	72 08	0 39	39 81	1,049 52	
<i>New Brunswick</i>											
"Togo" (chartered boat)	1,505 00		423 83			37 68	4 70	21 00	351 66	2,343 87	
"C"	1,657 62	9 75	414 89	461 13	59 32	117 82	23 55	6 13	242 40	2,992 61	
"G"									43 07	43 07	
"Phalarope"	3,838 77		913 97	89 91	138 80	200 53	58 97	85 70	19 42	5,384 14	
"Shannon"	1,075 00		234 86	0 96			10 78		202 60	1,524 20	
"Vendetta"			20 05	163 00	41 05				91 00	315 10	
	14,481 77	41 63	3,084 85	1,065 37	729 15	782 39	277 13	228 41	1,562 02		22,893 47
<i>Central Division—</i>											
"Bradbury"	9,896 33	2,647 83	5,748 98	3 19		239 38	791 12	182 98	186 65		20,051 25
<i>British Columbia Division—</i>											
General account	140 00		302 18	5 90	250 00	3 25	32 03	3 57	12,369 74		13,115 53
Digby Island Shop	3,027 50		32 55					2 19	152 55		3,214 79
Sapperton Warehouse	2,520 00		79 98			93 00		9 20	6 00		2,739 08
<i>Chartered Boats</i>											
"Akashi"	926 21		357 72			50 75			1,270 00	2,604 68	66,757 00
"Annie C."	733 07		70 58			5 99		4 16	497 85	1,311 65	
"Armenac"	364 94		76 00			55 00			108 00	603 94	
"Bluebird"	316 67		76 00			6 50		0 50	98 00	498 27	
"Clare"	345 00		83 56			6 49		1 58	368 00	804 63	
"Corycia"	123 33		39 18			3 90		2 10	39 00	207 51	
"Dustie"	578 71		103 41			14 34		4 94	770 00	1,471 40	
"Elk"			61 29			18 08		1 54	138 00	219 41	
"Elkhart"	899 77		126 29			25 08			526 00	1,577 14	
"Esperanza"	720 00		337 50			51 95			219 00	1,328 45	
"Flier"	248 71		9 00						42 00	299 71	

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	400 00	51 69	10 27	1 04	610 00	1,133 00
"Frisbie"						
"Gene"	1,152 16	303 82	65 37		1,220 00	2,741 35
"Gosum"	223 33	50 51	17 45		67 00	358 29
"Grace B."	277 85				119 19	397 04
"Hillier"	153 34	11 11	2 63		48 00	215 08
"Iona"	795 00	221 65	26 15	3 50	648 00	1,694 30
"Joybird"	564 19	145 88	11 19	11 16	616 00	1,348 42
"Joykhalma"	2,696 77	1,203 88	190 68	63 36	2,832 74	7,070 28
"Lady"	506 45	40 45	4 70		158 50	710 10
"Leach"	400 32	159 00	13 50		121 00	693 82
"Leish"	678 95	224 45	58 84	6 32	948 10	1,919 16
"Mable"		10 90	7 25			18 15
"Marie S."	1,255 63	241 17	26 18	6 82	1,148 00	2,677 80
"Murrellette"	645 97	617 28	64 90	4 04	1,008 00	2,340 19
"Nicolson"	1,100 00	181 51	36 09		357 75	1,675 35
"Noohalk"	914 51	284 27	22 27	3 55	854 00	2,078 40
"Odessa"	800 47	178 15	16 55	15 00	904 85	1,915 02
"Olive"	466 67	107 14	21 21		145 55	740 57
"Oyashimo"			18 92	7 76	1,080 00	2,228 78
"Pante"	978 95	143 15			30 00	125 79
"Pioneer"	94 09	1 70	9 75		116 00	576 85
"Ramblor"	377 85	73 25	8 45		280 00	763 45
"Regal R."	412 50	62 50			280 00	763 45
"Reliance"	497 85	107 33			600 00	1,205 18
"Result"	1,184 35	150 59	8 61	3 96	848 00	2,195 51
"Rhoda"	419 91	289 20	02 08	8 80	161 20	911 19
"Robertson"	322 58	88 00	4 00		100 00	514 58
"Rover"	345 00	8 40	3 90			12 30
"Sea-Dog"	203 33	108 08	29 44		460 00	1,002 52
"Seaford"	675 00	15 50	5 63		63 00	287 46
"Seal Cove"		215 82	28 67	6 29	921 16	1,846 94
"44"		112 26	33 78	3 24	16 00	165 25
"Sophann"	795 00	16 88	9 79			26 67
"Stubbs"	300 00	226 91	34 90	2 25	864 00	1,923 06
"Swing"	784 16	72 60	22 50		92 00	487 10
"Teal"	380 00	142 13	16 43	3 16	1,032 00	1,977 88
"Ukatay"	734 29	4 55	0 35		453 50	838 40
"Vera S. Fry"	413 71	250 99	36 81	3 16	1,100 00	2,125 25
"Wabash"	795 00	165 43	20 25		570 00	1,169 39
"We-Two"	750 00	677 44	39 75	1 64	1,283 70	2,817 53
"Wolny"	401 00	339 59	59 30	2 25	256 00	1,407 14
"W. T."	170 00	29 95	3 44		213 50	647 89
		20 05	6 10		51 00	247 15
144,485 37						
Departmental Boats.						
"Aina"		90 91	34 14	4 21	2 25	403 02
"Babine No. 1"	700 00	98 24	16 51	2 85	95 93	991 51
"Babine No. 2"	776 77	98 23	15 64	4 85	59 20	988 78
"Black Raven"	1,998 71	189 09	302 14	26 88	125 58	3,888 86
"Bonila"	1,565 96	1,056 51	677 90	25 40	65 67	6,041 00
"Cloyah"	167 34	69 89	78 43	17 05	6 00	6,686 56

DETAILED STATEMENT FISHERIES PATROL SERVICE EXPENDITURE, 1923-24—Concluded

Establishments and Accounts	Paylist \$ cts.	Board or Prov'n.	Repairs		Fuel \$ cts.	Supplies		Clothing \$ cts.	Sundry \$ cts.	— \$ cts.	Total \$ cts.
			Hull \$ cts.	Engine \$ cts.		Engine \$ cts.	Deck \$ cts.				
<i>British Columbia Division—Con. Departmental Boats—Con.</i>											
"Cohoe"	718 95				302 48				118 54	1,936 05	
"Egret"	1,500 00		254 22	355 14	240 27	99 81	16 73		94 00	5,608 76	
"Elk"	2,804 52		564 61	935 84	543 85	2,082 64	41 25			3,790 68	
"Fispa"	55 00		217 20	124 02	71 38	72 40	0 50		5 65		
"Foam"	5,040 00					81 71	5 80	4 29	565 26	7,786 52	
"Givenchy"	25,755 16	7,023 49	306 38	387 42	755 36	75 51	193 09		230 02	7,018 48	
"Gull"	944 84		3,448 56	1,730 70	11,582 39	1,231 48	701 15	1,659 74	915 40	55,688 13	
"Hawk"	1,601 01		561 51	421 74	693 50	75 05	33 25		122 62	2,774 67	
"Heron"	1,399 10		240 32	22,69	403 92	121 42	18 70		14 00	2,762 00	
"Humming Bird"			305 03	75 67	5 17	54 93	30 60		35 80	2,325 05	
"Kavex"				1 65		6 38				13 20	
"Linnett"	1,497 02		7 51	28 33	524 63	104 29	52 60		81 00	116 84	
"Marfish"	6,394 66		190 55	25 75	1,873 73	265 71	117 95		67 55	2,485 80	
"Merlin"	1,234 51		2,516 52	502 51	390 10	86 13	38 92	158 81	498 57	14,279 11	
"Merrysea"	4,650 65		736 15	50 16	1,169 19	121 72	53 85		53 40	2,609 00	
"Ptarmigan"			46 77	1,096 50		121 72	53 85		145 25	7,369 65	
"Revidis"			2 30				1 00			3 30	
"Semishmo"	1,890 00			341 43	19 81	288 43			1 52	631 38	
"Svan"	4,740 00			10 52	777 85	8 34			14 89	1,956 66	
"Vanadis"			215 13	967 55		59 66	13 70	3 79	43 72	6,846 28	
"Vedder"	1,350 00		341 44	288 44	199 10	288 44		14 85	2 78	647 51	
			1,631 91	210 10		1,849 70	180 94	8 74	108 62	5,836 57	
General Account.....	101,854 29	9,263 05	17,335 80	9,858 49	31,677 06	11,149 24	1,029 02	1,932 16	42,475 70		230,312 37
						11,953 00			2 58		11,955 58

SUMMARY

Eastern Division.....	14,481 77	41 63	3,684 85	729 15	1,065 37	782 39	277 13	40 75	1,562 02		22,893 47
Central Division.....	9,896 33	2,647 83	5,748 98	3 19	33 19	239 38	791 12	354 79	186 65		20,031 25
British Columbia Division.....	101,854 29	9,263 05	31,677 06	9,858 49	17,336 80	11,149 24	1,029 02	1,932 16	42,475 70		230,312 37
General Account.....	126,232 39	11,952 51	41,110 89	10,587 64	18,405 36	24,124 01	2,697 27	2,327 70	44,226 95		285,212 67

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FISHERIES

DETAILED STATEMENT FISH CULTURE EXPENDITURE, 1923-24

Hatcheries	Salaries	Mainten- ance	Total of hatchery	Total of provinces
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Nova Scotia—</i>				
Bedford.....	1,260 00	15,217 47	16,477 47	
Lindloff.....		1,119 55	1,119 55	
Margarce.....	3,600 00	4,212 52	7,812 52	
Margarce Pond.....		4,641 57	4,641 57	
Middleton.....	2,460 00	5,761 75	8,221 75	
Windsor.....	1,320 00	2,802 17	4,122 17	
	8,640 00	33,755 03		42,395 03
<i>Prince Edward Island—</i>				
Kelly's Pond.....	2,640 00	2,219 03	4,859 03	4,859 03
<i>New Brunswick—</i>				
Grand Falls.....	2,482 67	2,809 02	5,291 69	
Miramichi.....	2,940 00	2,254 88	5,194 88	
Miramichi Pond.....		3,768 57	3,768 57	
Nepisiquit.....		482 24	482 24	
New Mills Pond.....	380 00	4,455 60	4,835 60	
Restigouche.....	2,820 00	3,199 20	6,019 20	
Sparkle.....		547 98	547 98	
St. John.....	2,947 67	3,785 80	6,733 47	
St. John Pond.....		7,783 14	7,783 14	
Tobique.....		213 34	213 34	
	11,570 34	29,299 77		40,870 11
<i>Ontario—</i>				
Collingwood.....	3,390 00	9,299 83	12,689 83	
Kenora.....	4,051 00	9,348 27	13,399 27	
Kingsville.....	3,472 50	4,932 60	8,405 10	
Port Arthur.....	4,398 00	2,579 68	6,977 68	
Sarnia.....	3,900 00	4,832 66	8,732 66	
Southampton.....	3,270 00	3,922 89	7,192 89	
Thurlow.....	5,025 00	12,963 44	17,988 44	
Wiarton.....	3,884 48	4,910 52	8,795 00	
	31,390 98	52,789 89		84,180 87
<i>Manitoba—</i>				
Dauphin River.....	2,655 00	4,506 42	7,161 42	
Dauphin River Spawn Camp.....		1,100 64	1,100 64	
Gull Harbour.....	1,680 00	5,076 13	6,756 13	
Winnipegosis.....	2,125 00	11,286 70	13,411 70	
	6,460 00	21,969 89		28,429 89
<i>Alberta—</i>				
Banff.....	2,405 32	2,834 69	5,240 01	
Spray Lakes.....	39 84	1,139 31	1,179 15	
	2,445 16	3,974 00		6,419 16
<i>Saskatchewan—</i>				
Qu'Appelle.....	2,289 84	4,691 54	6,981 38	6,981 38

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DETAILED STATEMENT FISH CULTURE EXPENDITURE, 1923-24—*Concluded*

Hatcheries	Salaries	Mainten- ance	Total of hatchery	Total of provinces
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>British Columbia—</i>				
General Account.....	6,987 81	4,539 16	11,526 97	
Anderson.....	1,279 35	7,091 57	8,370 92	
Babine.....	810 00	8,089 80	8,899 80	
Cowichan.....	927 91	5,784 73	6,712 64	
Cranbrook Eyeing Station.....		77 05	77 05	
Cultus.....	532 91	5,322 87	5,855 78	
Gerrard.....		3,399 45	3,399 45	
Harrison.....	2,361 77	7,857 21	10,218 98	
Kennedy.....	1,301 81	5,731 41	7,033 22	
Lloyd's Creek Eyeing Station.....	85 00	1,246 63	1,331 63	
Nelson Eyeing Station.....	840 00	2,585 56	3,425 56	
New Westminster.....		0 70	0 70	
Pemberton.....	2,042 74	11,304 38	13,347 12	
Pitt.....	510 00	7,346 35	7,856 35	
Rivers Inlet.....	1,659 00	16,212 83	17,871 83	
Skeena.....	482 74	9,702 38	10,185 12	
Stuart.....	720 00	4,349 71	5,069 71	
	20,541 04	100,641 79	.....	121,182 83
<i>General Account.....</i>	5,500 00	9,669 04	15,169 04	15,169 04
	91,477 36	259,009 98	.....	350,487 34

SUMMARY

Nova Scotia.....	8,640 00	33,755 03	.....	42,395 03
Prince Edward Island.....	2,640 00	2,219 03	.....	4,859 03
New Brunswick.....	11,570 34	29,299 77	.....	40,870 11
Ontario.....	31,390 98	52,789 89	.....	84,180 87
Manitoba.....	6,460 00	21,969 89	.....	28,429 89
Alherta.....	2,445 16	3,974 00	.....	6,419 16
Saskatchewan.....	2,289 84	4,691 54	.....	6,981 38
British Columbia.....	20,541 04	100,641 79	121,182 83
General Account.....	5,500 00	9,669 04	15,169 04
	91,477 36	259,009 98	350,487 34

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FISHERIES

DETAILED STATEMENT FISHERIES PROTECTION SERVICE EXPENDITURE, 1923-24

Establishments and Accounts	Paylist. \$ cts.	Board or Prov'n. \$ cts.	Fuel \$ cts.	Repairs		Supplies		Clothing \$ cts.	Sundry \$ cts.	— \$ cts.	Total \$ cts.
				Hull \$ cts.	Engine \$ cts.	Engine \$ cts.	Deck \$ cts.	Stewards \$ cts.			
<i>Eastern Division—</i> "Arleau"..... "Arras".....	18,490 55	4,880 92	7,691 77	4,487 07	281 40	756 55	509 41	452 15	834 89	39,258 25	
	20,459 38	5,451 31	9,836 06	2,782 44	2,661 38	1,029 79	350 72	327 63	1,197 71	44,878 10	84,136 35
	38,949 93	10,332 23	17,527 83	7,269 51	2,942 78	1,786 34	860 13	779 78	2,032 60		84,136 35
<i>Great Lakes—</i> "Beancour"..... "Laviolette".....										23 00	23 00
			320 62							12 00	332 62
			320 62						35 00		355 62
<i>Western Division—</i> "Malaspina"..... "Thiepval".....	30,012 84	7,218 29	13,672 72	2,933 10	2,066 34	928 08	646 50	1,392 73	1,088 13	61,483 34	67,287 82
	1,942 58	729 38	1,445 70	264 37	267 41	278 06	213 74	230 37	144 65	5,804 48	
	31,955 42	7,947 67	15,118 42	3,197 47	2,333 75	1,206 14	860 24	1,623 10	1,232 78		67,287 82
General Account.....									206 17		1,551 86

SUMMARY

Eastern Division.....	38,949 93	10,332 23	17,527 83	7,269 51	2,942 78	1,786 34	860 13	779 78	1,655 22	2,032 60	84,136 35
Great Lakes.....			320 62							35 00	355 62
Western Division.....	31,955 42	7,917 67	15,118 42	3,197 47	2,333 75	1,206 14	860 24	1,623 10	1,812 83	1,232 78	67,287 82
General Account.....									1,345 69	206 17	1,551 86
	70,905 35	18,279 90	32,966 87	10,466 98	5,276 53	2,992 48	1,720 37	2,402 88	4,813 74	3,506 55	153,331 65

APPENDIX 3

REPORT ON FISHWAYS AND REMOVAL OF OBSTRUCTIONS FOR
YEAR ENDING DECEMBER 31, 1923, BY CHAS. BRUCE,
FISHERIES ENGINEER

The spring of 1923 was a particularly unfortunate one as regards fishways, owing to heavy freshets. In some instances structures that had been in operation for a number of years, as well as the dams in which they were installed, were either seriously damaged or broken down entirely.

The following dams in the Maritime Provinces were inspected by the fisheries engineer during the year:—

SALMON RIVER, VICTORIA COUNTY, N.B.

- (a) Joseph Cote—Saw-mill dam.
- (b) Terrialt—Grist-mill dam.
- (c) Davis Lumber Company—Saw-mill dam.
- (d) Davis Lumber Company—Storage dam.

The necessary surveys were made at each of these dams, and plans and specifications prepared from which fishways will be installed in 1924.

NASHWAAK RIVER, YORK COUNTY, N.B.

- (a) Nashwaak Pulp and Paper Company—Dam at Marysville.

Freshets had almost completely destroyed this fishway, and it was necessary to rebuild it. As conditions for the ascent of fish had never been satisfactory, it was decided to build the new fishway at another location in the dam. Plans and specifications were prepared and arrangements made with the company for the construction, which was completed in October.

BECAQUIMEC RIVER, CARLETON COUNTY, N.B.

- (a) The dam and fishway owned by the Sayre Lumber Company at Hartland were seriously damaged by the freshets in the spring. Repairs were effected by the company during the summer.

ST. CROIX RIVER, YORK COUNTY, N.B.

- (a) A low dam at the foot of Grand lake, owned by the St. Croix Pulp and Paper Company, was inspected. The fishway which is situated on the Canadian side of the international boundary was found to be entirely out of commission, the materials of which it was built being rotted away.

It is considered that a suitable fishway in the form of a ditch could be constructed with not greater expense and certainly more permanency on the American side of the dam. The Commissioner of Fisheries for the State of Maine was communicated with, requesting him to take the matter up as it is outside of the jurisdiction of this department. The dam in question prevents the passage of land-locked salmon which are in the river in quite large numbers.

- (b) The International Joint Commission rendered its decision requiring that the St. Croix Gas and Electric Light Company, and the Canadian Cottons Limited, owners of dams on the river at or near St. Stephen, to build fishways therein, from plans approved by both the American and Canadian Fisheries Departments.

MIRAMICHI RIVER, NORTHUMBERLAND COUNTY, N.B.

(a) Provision was made to have the owners build a fishway in a low dam on the Taxes river, a tributary stream entering the southwest Miramichi river at Boisetown.

(b) An examination was made of the dam on the Bartholomew river, a tributary to the southwest Miramichi, to determine if a fishway should be built therein. On account of the unfavourable reports of this river for spawning purposes, it was decided that a fishway should not be required.

GRAND RIVER FALLS, RICHMOND COUNTY, N.S.

A fishway was built over these falls a number of years ago which has since fallen into disuse. A survey of the structure was made and information obtained from which reconstruction will be carried out next year when water conditions are suitable.

SHEET HARBOUR RIVER, HALIFAX COUNTY, N.S.

The conditions for the construction of a fishway in the dam under construction by the Nova Scotia Hydro-Electric Commission were examined. There appears a fairly favourable opportunity for a partially natural fishway over the falls with some construction to get by the dam. The commission's engineer was interviewed and the situation fully discussed with him. Arrangements were made to have the fishway built, but its efficiency will be a matter to be determined after the power plant is in operation.

LAWRENCETOWN RIVER, HALIFAX COUNTY, N.S.

The old dam between Echo lake and lake Martin on the above river was removed providing a free passage for fish.

MUSHAMUSH RIVER, LUNENBURG COUNTY, N.S.

A set of revolving paddles was placed in the tailrace from the power house of the hydro-electric station. This was done with a view to preventing the ascent to salmon up the tailrace canal, and to direct them into the fishway.

Construction was completed too late in the season to determine the efficiency of this work, but it will be followed closely during the run of salmon next season.

MEDWAY RIVER, LIVERPOOL COUNTY, N.S.

Some repairs were carried out at the fishway in the pulp mill dam at Salters falls to remedy breaks that had occurred in the walls of the fishway. Reports show that this fishway was satisfactorily operated during the past season, both salmon and alewives ascending the river in numbers.

MERSEY RIVER, LIVERPOOL COUNTY, N.S.

Extensive construction was done on all the fishways on this river.

In the first dam a large fishway was built at the westerly end.

In the second dam a somewhat similar fishway was built at the easterly end.

The existing fishway in the third dam was enlarged, and the partitions rebuilt with a view to providing deeper water and easy runs between the pools.

The existing fishway in the fourth dam was extended further into the river with a view to making access easier during low water. The pool into which

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the fishway discharges was also improved by closing the openings in a ledge of rock below the dam and directing the flow through one main channel.

The existing fishway in the fifth dam was enlarged and extended further into the river with a view to making access easier during low water.

All work in connection with the above fishways was constructed in stone and concrete in order to assure permanency.

CLYDE RIVER, SHELBURNE COUNTY, N.S.

A new fishway was built in the pulp company's dam on the Clyde river at Queens, to replace the one destroyed by ice during the spring freshets.

JORDAN RIVER, SHELBURNE COUNTY, N.S.

A survey was made of the second dam on the river where the old fishway was destroyed by freshets. Plans will be prepared for a new fishway, and construction will be carried out next season.

ROUND BAY RIVER, SHELBURNE COUNTY, N.S.

In response to a petition from local residents urging that a new channel through the beach would greatly improve the passage for fish, a survey of the situation was made.

The result of this survey showed that in so far as the fisheries are concerned the present channel is adequate. As the greatest damage from the changed conditions, due to the shifting of the river's mouth, was to the lands behind the beach which had been submerged to the extent of a number of acres thereby, it was considered that any action looking to improvements would be a matter for the consideration of the Department of Public Works and recommendation was made accordingly.

In the province of Manitoba, where conditions for the ascent of fish at a number of dams were complained of, an inspection was made by an engineer from the department. The fishways have been built largely on ideas of the Inspectors and Overseers, and in some instances are entirely unsuitable for the varieties of fish using them.

Owing to the pressure of work the engineering staff was unable to give the renewal of any of these fishways attention during the low water of last summer.

As, however, the attention of the department was directed particularly to those on the Whitemud river, the repair of these is being undertaken during low water this winter.

Numbers of requests for information regarding fishway construction were received from private individuals as well as from the Newfoundland Government. As complete information as possible, in the light of the department's experience, was furnished to all inquiries.

The practice of receiving monthly reports on the condition of fishways in their districts from fishery overseers has been continued, thus keeping the department in touch with their operation.

Appended hereto is a copy of the report by the Resident Engineer McHugh for the British Columbia Division, covering the work performed during the year ending December 31, 1923.

BRITISH COLUMBIA

(1) REMOVAL OF OBSTRUCTIONS

The various streams from which obstructions have been removed, and the expenditure involved in each case during the year are detailed as follows:—

Deer Passage Creek, Bella Bella District, \$500.—Removal of debris left in stream bed after discontinuance of logging operations, and concentration of reduced summer flow to a single channel.

Gullchuck, Bella Bella District, \$536.—Easing the ascent of a fall approximately 10 feet in height by the blasting of pockets or pools.

Tinkev Creek, Bella Bella District, \$410.—Continuance of the work commenced in the previous year for the purpose of easing the ascent of salmon over numerous rock ledges at low water periods.

Kisimete River, Bella Bella District, \$1,572.—Continuance of the work commenced in the previous year for the purpose of easing the ascent of salmon over falls. Several falls exist in the bed of this stream, one being 12 feet in height.

Kiltik Creek, Bella Bella District, \$125.67.—The removal of a jam of spruce roots and logs which effectually closed the mouth of this stream.

Thurston Bay Creek, Upper Valdez Island, \$768.21.—Removal of debris deposited in the stream bed by loggers, and the blasting of boulders and ledge rock to facilitate the ascent of salmon.

Puntledge River, Vancouver Island, \$492.65.—The continuance of the work commenced in the previous year for the purpose of confining the stream, in sections, to a central channel. A large proportion of the volume of this stream, during summer flow, is taken for power development in connection with the works of the Canadian Collieries, Limited. This water is taken from the river at a point approximately half a mile below Comox lake and is returned to the river after running through the turbines some distance below. Portions of the river lying between these two points are of extreme width, and the bed thereof consists of ledges of shelving rock, which, during low water periods, can be crossed without wetting the feet. The excavation of channels for the concentration of water, particularly where abrupt falls exist, then becomes necessary, and it is work of this nature which has in the past been the cause of expenditure on this stream.

Now that the impounding dam at the foot of Comox lake has been rendered passable to salmon by the construction of a fishway in the dam, more work of similar nature on this stream may become necessary from time to time, as the runs of salmon to the lake gradually increase.

This will be more than ever necessary should there be good returns in due time from the planting of sockeye eggs in the Cruikshank river, draining into Comox lake.

Demanel Creek, Sooke Harbour District, \$237.—Removal of a log jam in the stream bed which effectually held up the passage of salmon to the waters beyond. This work was successfully performed at very little cost, under contract, and salmon are now able to continue their way unmolested to the upper waters.

Kakweiken River, Alert Bay District, \$634.70.—Continuance of the work of easement of the falls located in the bed of this stream performed under the supervision of the overseer of the Alert Bay district, who remarks in his reports upon the efficiency of the work performed.

Owens Bay, Okishollow Channel, Quathiaski District, \$207.75.—The removal of debris let in the stream bed by loggers, and which effectively closed the stream to the further ascent of salmon.

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In addition to the above are several smaller expenditures, as detailed below, each amounting to less than \$100, which have been incurred in various parts of the province and performed under the supervision of the local overseers or guardians. In the majority of these cases the work is straight-forward, requiring nothing but diligent labour in its execution, and unless one of the engineers happens to be in the vicinity at the time such work is being done, it is not generally considered necessary to incur the expense of making a special visit to the ground. The overseer's report being in such circumstances accepted.

Lardeau river.....	\$65 71
Skutz falls.....	5 40
Camelion Harbour creek.....	55 00
Heydon Bay creek.....	55 00
Quatsi river.....	27 00
Embley lagoon.....	55 00
Little river.....	22 50
Rivers Inlet district.....	45 96

(2) CONSTRUCTION AND MAINTENANCE OF FISHWAYS

Repairs to Meziaden River Fishway, \$6,999.38.—This expenditure was incurred owing to the necessity of reconditioning the fish ladder at this point, through which salmon pass on their journey to the spawning grounds on Meziaden lake (headwaters Naas river).

The fishway was constructed under the supervision of the Public Works Department of the provincial government for this department, ten years ago, and consists of an open cut in the bank of the Meziaden river adjacent to the big falls, through a strata of rock which is overlaid by a heavy bank, some 50 feet high, of hard-pan, gravel and soft sand. At the time of construction this soft material was intended to be held in place by the construction of a facing of logs supporting the hard-pan strata adjoining the rock, having log stretchers penetrating the bank to hold the logs in place.

In the course of time some of these logs began to show signs of rot and commenced to bulge badly in the centre, quantities of soft material from above sliding over the bank and into the fish ladder. Whilst a great proportion of this material was carried away safely by the velocity of the water flowing through the fish ladder, yet a proportion of the boulders which were incorporated therein remained in the fishway, gradually filling the pockets.

In the fall of 1918 it became necessary to insert timber struts to support this skeleton log crib, and since that year further struts have been added from time to time. The necessity for the rebuilding of a more or less permanent structure around the base of this soft material became more apparent each year, until arrangements were completed during the year under review for the work to be done. Three alternative plans, varying in estimated cost, were placed before the department, and it was finally left to the judgment of the engineer in charge to adopt whichever scheme seemed most suitable after arriving on the ground in the spring.

The work was commenced early in June of 1923. All struts and old facing logs were first removed, and approximately 1,000 yards of soft material excavated, and sluiced down the stream, and an entirely new double crib, 120 feet in length and 8 feet in width, and varying from 8 feet to 14 feet in height, was constructed of green sound peeled jack pine. This was loaded with rock, brush and gravel and securely anchored to a solid rock foundation 10 feet wide, both front and rear, with split iron keys. The upper bank was then trimmed to a uniform slope and the excess material disposed of. By the construction of a temporary dam at the mouth of the fishway, the water from the fishway was diverted to the river and all pockets were entirely cleaned of their debris.

This whole work was accomplished under an expenditure of \$500 less than the estimated cost and can be considered as permanent since the life of the crib is conservatively placed at twenty-five years. It might be added that the difficulties of transportation in this part of the country added considerably to the cost of this work, material and supplies having to be taken in over pack-horse trails at heavy expense.

Special trips were made during the year to the following points for the purpose of investigating conditions on streams which had been reported to contain obstructions to the free ascent of salmon: Smiths inlet; Hemming bay (Quathiaski district); Owekano lake (Rivers Inlet district); Nahatlatch river (Fraser River district); Quay river (Bella Bella district); Hells gate (Fraser River district).

The preparation of reports and sketches covering the details thereof where necessary followed immediately on these examinations for further consideration by the department.

APPENDIX 4

REPORTS ON THE C.G.S. "ARLEUX" AND C.G.S. "ARRAS"

REPORT OF CAPTAIN WM. J. MILNE, OF THE "ARLEUX," FOR 1923

The *Arleux* was outfitted and made ready for sea during the first part of April.

On the 22nd she proceeded to the assistance of a French trawler ashore on Thrumcap shoal but did not succeed in refloating her. She then proceeded westward.

May 8, patrolling the bay of Fundy where a large number of craft were fishing for lobsters and scallops off the Digby shore. Quantities of lobsters, under the legal size, which had been caught and concealed were located. On the New Brunswick coast all fish, except gaspereaux, were scarce.

Proceeded to the south shore of Nova Scotia on May 18 to watch the American seiners.

On May 25 we cruised westward, off Sambro, with a large fleet of United States seiners composed of schooners, trawlers and small steamers.

On June 25 the *Arleux* towed a disabled fishing craft into Lunenburg harbour, then went to the assistance of a fishing schooner ashore in that harbour and towed her afloat.

We then proceeded to the bay of Fundy and saw several craft scallop fishing outside of territorial waters. These boats were making good catches. We patrolled the bay searching the shores for illegal lobster fishing and other breaches of the law.

Arrived in Halifax, after patrolling the Atlantic coast, on July 21 to have the boiler welded and prepare for a cruise under the direction of the Biological Board.

On August 3 Dr. Huntsman and party came on board and we proceeded to cruise taking plankton observations, tidal surveys, etc., off the coasts of Nova Scotia, Labrador and Newfoundland. These observations were completed on the 21st of September and we proceeded to St. Andrews calling at Canso, Halifax and Lockeport on the way.

We reached St. Andrews on September 26, and landed the Biological officers and their apparatus, and then proceeded to fisheries protection duty, patrolling the bay of Fundy, watching the scallop fishermen and sardine carriers and searching for new scallop beds.

On October 13 off Briar island we proceeded to the assistance of the *Aberdeen* ashore on Seal island.

We assisted in the international fishing schooner race off Halifax on October 30 and then followed the fall fleet of American seiners. The latter left for home on November 12.

We then proceeded to the entrance to the bay of Fundy and found a new scallop bed off the Lurcher.

Returning to the Atlantic coast and watching American fishermen until December 7, when we proceeded to Canso to assist the fleet of small vessels and boats fishing out of that port.

Haddock fishing was continued until January 30 out of Canso, the latest date recorded at that point.

On February 5 the *Arleux* was placed in winter quarters at Lunenburg.

GENERAL

During the season the shores of the western district were searched for illegal lobster fishing. Fewer instances of this were found than in the previous year.

Good catches of scallops were made by boats fishing outside of territorial waters during the close season in the bay of Fundy. We steamed amongst these boats keeping them the required distance from shore.

Sardines were scarce, especially late in the year off the New Brunswick shores. A number of lobster fishermen in the western part of Nova Scotia depend on the fall run of sardines for their lobster bait. Should this supply prove inadequate bait could be obtained by sending craft to Browns Bank to seine or net herring in the early spring as numerous herring schools are located there then.

The *Arleux* steamed 13,621 miles, and was under weigh 1,700 hours during the season.

REPORT OF CAPT. C. BARKHOUSE, OF THE *Arras* ON THE MACKEREL SCOUTING
DURING THE SPRING OF 1923

May 13.—*Arras* has located mackerel 25 miles south of cape Sable. The fish are approaching the coast from the southwest. Will endeavour to follow movements of fish to-night.

May 13.—*Arras* on mackerel scouting duties noon. Position fifteen miles south cape Roseway. No mackerel sighted yet but prospect good. Mackerel feed showing on water. Weather moderate. Southwest wind with heavy south swell.

May 14.—*Arras* position 8 p.m. 10 miles south cape Negro on scouting duties.

May 15.—*Arras* at Shelburne. Weather unfit for scouting and returned to harbour. Will proceed soon as weather clears.

May 16.—Twenty miles southeast of cape Sable. Increasing south winds and overcast. Returning to Sand point until weather clears. No fish sighted.

May 17.—*Arras* at Shelburne. Dense fog on coast. Will proceed scouting soon as weather clears.

May 18.—*Arras* position 2 p.m. to-day, 25 miles south southwest cape Sable. Weather fine. Good prospects for mackerel.

May 19.—*Arras* position noon to-day, 40 miles southeast by south from cape Sable. Have located large body of mackerel between Browns and Little LaHave banks. These fish are moving slowly northeast towards coast Nova Scotia.

May 20.—*Arras* position 10 a.m. western side of Roseway bank. Increasing easterly winds. Unfit for scouting work. Proceeding to Shelburne.

May 21.—*Arras* at Shelburne. Weather unfit for scouting. Proceeding when weather moderates.

May 22.—*Arras* position noon 18 miles southeast cape Negro. Small lots of mackerel showing, going east. Spoke Lockeport netter Grace MacKay and reported taking 30 large mackerel last night. Also netter Nellie Banks of Lockeport reported 11 large mackerel. Fish now 15 to 20 miles off coast.

May 23.—Two-thirty p.m. on western edge Roseway bank. No mackerel sighted. Weather conditions unfavourable.

May 24.—Ten a.m. off Little Hope. No mackerel sighted.

May 25.—*Arras* position 6 p.m. south from Little Hope. No fish sighted, American mackerel seiners have arrived on our coast. Two American beam trawlers fitted with purse seine are with fleet.

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- May 26.—*Arras* position 10 a.m. 15 miles south cape Roseway. Plenty mackerel showing and going east. Lockeport netters Grace MacKay reports taken 400 large mackerel last night and Nellie Banks taken 1,000 large mackerel. These fish taken 15 miles south Roseway.
- May 28.—Eight-thirty a.m. 17 miles southeast from Lockeport located large body mackerel going slowly eastward. Weather fine for observation.
- May 28.—Position 4 p.m. south of Liverpool. No fish sighted this afternoon.
- May 29.—*Arras* 12 miles southeast Little Pope. Increasing northeast winds and misty weather. Unfit for scouting. No mackerel sighted Liverpool to-night.
- May 30.—*Arras* Liverpool coaling ship. Proceed scouting when completed.
- June 1.—The large body of mackerel that is working east along coast is now located five miles south cape LaHave. Fish are from three to ten miles off the coast. Small schools showing on radius of seven miles.
- June 1.—One p.m. five miles southwest Betty's island. No mackerel sighted since last report. American fleet bound to Prospect for shelter.
- June 2.—*Arras* at Halifax. Weather unfit for scouting. Will complete with stores before sailing.
- June 5.—*Arras* position 6 p.m. fifteen miles west from Sambro. No fish sighted to-day. Weather calm and hazy.
- June 6.—*Arras* position 6 p.m. six miles west from Bettys island. Weather conditions light east winds and light fog. No fish sighted.
- June 7.—*Arras* position six p.m. four miles southwest from Beaver island. Small bunches of mackerel showing and going east close along the coast. Ten American seiners in sight. Going east.
- June 6.—Eleven-thirty last night sighted three large schools mackerel five miles south Cross island and moving slowly eastward. The main body of fish are still on west coast being halted in their easterly course by east winds and cold currents which is setting west along coast. American seiners are scattered along coast from LaHave to Sambro.
- June 8.—*Arras* position 4 p.m. three miles southwest from White island. Small bunches of fish going east. Thirteen American seiners holding close to three mile limit and we are in close touch with them.
- June 9.—Anchored at Fort Dufferin with eleven American seiners. Proceeding soon as weather clears.
- June 11.—*Arras* position 8.30 a.m. four miles south Beaver island. No fish sighted. Weather unfit for scouting. All American seiners returning Beaver harbour.
- June 12.—Eleven forty-five a.m. sighted large school mackerel two miles off White islands 12.20 p.m. Sighted small schools mackerel three miles south southwest from White islands. Fish moving very fast east and keeping close to shore. American seiners very active close to three mile limit.
- June 12.—*Arras* position 6 p.m. five miles off Liscombe. No fish sighted since last report.
- June 13.—Two-thirty p.m. sighted two large schools mackerel two and a half miles south from Whitehead light. Fish showing up good and moving east close along coast. Large catches of mackerel in nets off Country harbour. This morning one boat reports 1,600 fish.
- June 13.—*Arras* position 7 p.m. five miles southeast from Whitehead. Large body of mackerel going east towards Cape Breton coast.
- June 14.—Ten a.m. five miles south Canso. Large body of mackerel moving towards Cape Breton coast. Proceeding east towards Cape Breton coast.
- June 17.—*Arras* position 8 p.m. three miles south from Whitehead. No fish sighted to-day. We are cruising towards Cape Breton coast.

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- June 18.—*Arras* position 3 p.m. three miles south from Scattarie, Cape Breton.
No fish sighted to-day.
- June 19.—*Arras* position 4.30 p.m. four miles southeast from Ingonish. Several small schools mackerel sighted going north.
- June 20.—*Arras* at Magdalen island. Weather conditions unfit for scouting.
No mackerel sighted to-day.
- June 22.—*Arras* at Souris. Weather unfit for scouting. Proceeding to-morrow morning.
- June 23.—*Arras* at Pictou. Proceeding Monday to south coast, Cape Breton.
- June 25.—*Arras* proceeding Halifax. Arriving to-morrow morning weather permitting.
- June 26.—*Arras* arrived Halifax this morning.

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APPENDIX 5

The following is a statement of the different kinds of licenses issued by the different Inspectors, during the 1923-24 Season:—

MAGDALEN ISLANDS, QUEBEC—Inspector S. T. GALLANT

Kind of Licenses—	Number of Licenses Issued
Lobster fisherman's licenses.....	772
Lobster packing licenses.....	24
Lobster packing extensions.....	25
Herring trap-net licenses.....	23
Herring seine licenses.....	24
Smelt bag-net licenses.....	4
Receipt books.....	35
	<hr/> 847

PRINCE EDWARD ISLAND—Inspector S. T. GALLANT

Lobster fisherman's licenses.....	2,399 (1 cancelled)
Lobster packing licenses.....	197
Lobster packing extensions.....	103 (1 cancelled)
Cannery licenses.....	6
Quahaug fishery licenses.....	5
Oyster fishery licenses.....	164
Smelt gill-net licenses.....	307
Smelt bag-net licenses.....	270
Trap-net fishing licenses.....	3
	<hr/> 3,351 (1 cancelled)

MANITOBA—Inspector J. B. SKAPTASON

Commercial sturgeon fishery licenses.....	183
Domestic sturgeon fishery licenses.....	4
Angling permits for non-residents.....	37
Special fishery licenses.....	2,364 (3 cancelled)
Settler's permits.....	817
Receipt books.....	2,497 (3 cancelled)
	<hr/> 3,405 (3 cancelled)

SASKATCHEWAN—Inspector G. C. McDONALD

Commercial sturgeon fishery licenses.....	5
Domestic sturgeon fishery licenses.....	9
Commercial and fisherman's licenses.....	582
Domestic fishery licenses.....	80 (1 cancelled)
Indian and Half-breed permits.....	697
Receipt books.....	277
	<hr/> 1,373 (1 cancelled)

ALBERTA—Inspector R. T. RODD

Special angling permits.....	3,281 (2 cancelled)
Commercial and fisherman's fishery licenses.....	647
Domestic fishery licenses.....	131 (18 cancelled)
Indian and Half-breed permits.....	340
Receipt books.....	301
	<hr/> 4,399 (20 cancelled)

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NOVA SCOTIA—DISTRICT No. 1—Inspector A. G. McLEOD

Kind of licenses— <i>Continued</i>	Number of licenses issued
Lobster fisherman's licenses.....	2,190
Lobster packing licenses.....	55
Lobster packing extensions.....	38
Angling permits.....	28
Fish cannery.....	1
Salmon trap-net, pound-net or weir.....	157
Certificates under Sec. 63.....	50
Special fishery licenses for trap-net fishing.....	38
Salmon gill-net or drift-net licenses.....	28
Herring weir licenses.....	5
Smelt bag-net licenses.....	40
Smelt gill-net licenses.....	222
Oyster fishery licenses.....	91
Receipt books.....	6
	<hr/> 2,855

NOVA SCOTIA—DISTRICT No. 2—Inspector D. H. SUTHERLAND

Lobster fisherman's licenses.....	3,072 (2 cancelled)
Lobster packing licenses.....	81 (2 cancelled)
Lobster packing extensions.....	52 (1 cancelled)
Angling permits.....	28
Fish cannery.....	5
Salmon trap-net, pound-net or weir.....	120
Certificates under Sec. 63.....	102
Special fishery licenses for trap-net fishing.....	139
Salmon gill-net or drift, net licenses.....	177
Herring weir licenses.....	12
Smelt bag-net licenses.....	212
Smelt gill-net licenses.....	266
Oyster fishery licenses.....	89 (1 cancelled)
Receipt books.....	160 (2 cancelled)
Shad gill-net or drift-net licenses.....	6
Drag-seine licenses.....	181
	<hr/> 4,388 (5 cancelled)

NOVA SCOTIA—DISTRICT No. 3—Inspector H. H. MARSHALL

Lobster fisherman's licenses.....	3,595
Lobster packing licenses.....	32
Lobster packing extensions.....	21
Angling permits.....	364 (3 cancelled)
Fish cannery.....	7
Salmon trap-net, pound-net or weir.....	53
Certificates under Sec. 63.....	160 (1 destroyed)
Special fishery licenses for trap-net fishing.....	189 (1 cancelled)
Salmon gill-net or drift-net licenses.....	229
Herring weir licenses.....	70 (1 cancelled)
Smelt bag-net licenses.....	22
Smelt gill-net licenses.....	70
Receipt books.....	34
Salmon net permits.....	13
Scallop fishery.....	224 (3 cancelled)
Lobster pound licenses.....	5
Lobster pound certificates.....	107
Lease of Long Beach pond.....	1
	<hr/> 4,873 (8 cancelled)

NEW BRUNSWICK—DISTRICT No. 1—Inspector J. F. CALDER

Lobster fisherman's licenses.....	653
Fish cannery licenses.....	6
Shad gill-net or drift-net licenses.....	46
Special permit to dig soft-shell or long-neck clams.....	120
Herring weir licenses.....	552
Salmon gill-net or drift-net.....	77
Certificates under Sec. 63.....	5
Lobster pound licenses.....	5
Lobster pound certificates.....	239
Scallop fishery licenses.....	23
Lease of Dark Harbour fishing privileges.....	1
	<hr/> 1,482

a Gaspereau and alewife weirs were issued on herring weir licenses.

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NEW BRUNSWICK—DISTRICT No. 2—Inspector R. CROCKER

Kind of Licenses— <i>Concluded</i>	Number of licenses issued
Lobster fisherman's licenses.....	2,400
Fish cannery licenses.....	1
Shad gill-net or drift-net.....	29
Salmon gill-net or drift-net.....	51
Certificates under Sec. 63.....	154
Lobster pound licenses.....	5 (1 cancelled)
Lobster pound certificates.....	267 (1 cancelled)
Lobster packing licenses.....	183
Lobster packing extensions.....	62
Quahaug fishery licenses.....	149
Gaspereau pound-net or trap-net.....	50
Salmon trap-net, pound-net or weir.....	375
Salmon net permits.....	43
Smelt bag-net licenses.....	4,423
Smelt gill-net licenses.....	162
Bass fishery licenses.....	98
Oyster fishery licenses.....	647
	<hr/> 8,616 (1 cancelled)

NEW BRUNSWICK—DISTRICT No. 3—Inspector H. E. HARRISON

Shad gill-net or drift-net licenses.....	219
Salmon gill-net or drift-net.....	105
Salmon net permits.....	129
Bass fishery licenses.....	20
Sturgeon fishery licenses.....	11
Smelt gill-net licenses.....	1
	<hr/> 485

BRITISH COLUMBIA—Inspector J. A. MOTHERWELL

Fish cannery licenses.....	18 (2 cancelled)
Special angling permits.....	5
Salmon trap-net licenses.....	6
Salmon purse seine licenses.....	196 (2 cancelled)
Cod fishery licenses.....	378
Assistant operator of salmon purse or drag seine.....	881 (17 cancelled)
License to assistant in a boat used in operating a salmon gill-net or drift-net.....	1,011 (19 cancelled)
Indian permits.....	153
Salmon trolling licenses.....	1,446 (1 cancelled)
Salmon fishery licenses.....	3,755 (1 cancelled)
License to a captain of salmon seine boat.....	69 (11 cancelled)
Salmon drag-seine licenses.....	31
Grayfish fishery licenses.....	47
License to a person engaged in cold storage or fish packing to buy fresh salmon from fishermen.....	162
Salmon cannery licenses.....	64 (4 cancelled)
Reduction works licenses.....	4
Boat license to buy fresh salmon from fishermen.....	177 (1 cancelled)
License to a captain of a herring seine boat.....	30
Fishery licenses for gill-nets, drift-nets or drag-seine operated in conjunction with power boats.....	286 (1 cancelled)
Herring purse seine licenses.....	41 (1 cancelled)
Herring drag-seine licenses.....	3
Smelt or sardine fishery licenses.....	53 (1 cancelled)
Sturgeon fishery licenses.....	4
Herring or pilchard gill-net or drift-net licenses.....	32
Crab fishery licenses.....	124
Whale factory licenses.....	3
Metal tags.....	1,613
Special seal destruction permits.....	15
Salmon curing licenses.....	49
Herring curing licenses.....	30
	<hr/> 10,687 (61 cancelled)

YUKON TERRITORY

Special fishery licenses.....	23
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MODUS VIVENDI LICENSES

Atlantic coast.....	88 (1 cancelled)
Pacific coast.....	212 (1 cancelled)
Total number licenses issued.....	<hr/> 47,084 (102 cancelled)

APPENDIX NO. 6

LIST of United States Fishing vessels which entered Canadian Ports on the Atlantic Coast during the year ended December 31, 1923

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for Entry	Quantity of fish landed
Arthur James.....	95	19	1	Shelter.....	cwt.
Aviator.....	210	9	4	" for men.....	
Avalon.....	69	21	8	" bait, ice.....	
Angeline C. Nunan.....	58	21	1	"	
Acolus.....	16	9	17	"	6 sword-
American.....	63	23	10	" bait, ice.....	fish.
Acushla.....	70	23	7	" repairs.....	
Bay State.....	81	27	15	Repairs, supplies, shelter, bait, ice, dories, crew, trawl, gear.	
Benjamin M. Wallace....	49	19	2	To ship men, shelter.....	
Bethume.....	66	17	1	Shelter.....	
Constellation.....	89	19	2	"	
Catherine.....	77	27	8	Ice, bait, shelter.....	
Columbia.....	96	28	3	Dories, crew, shelter.....	
Corinthian.....	97	23	4	Dories, repairs, shelter.....	
Catharine Burke.....	68	19	6	Shelter, water.....	
Commonwealth.....	93	25	4	Dories, discharge one man, repairs, supplies.	
Coat.....	169	21	3	Repairs.....	
Camben.....	97	24	1	Shelter.....	
Cool.....	169	14	1	Shipping men.....	
Dawn.....	79	25	7	Shelter, engine repairs, oil.....	
Elizabeth W. Nunan.....	48	17	2	Shelter.....	
Elizabeth Howard.....	90	22	9	" bait, supplies, sick man, ice..	25
Evelyn & Ruth.....	38	7	2	Shipping fish.....	99
Elizabeth & Ruth.....	38	20	2	Shelter.....	
Ellen T. Marshall.....	75	23	12	" salt, dories, bait.....	
Ethel B. Penny.....	59	19	4	" ship's log.....	
Elk.....	66	19	11	" bait, ice.....	
Edith C. Rose.....	70	23	5	Bait, repairs, shelter, sick man....	
Elmer E. Gray.....	71	19	5	Shelter, oil, bait, supplies.....	
Elsie G. Silva.....	50	19	1	"	
Flora L. Oliver.....	59	27	12	Shelter, exporting fish, bait, license, supplies, dories, ice.	60
F. L. Chelwina.....	56	19	1	Supplies.....	
Frances S. Grueby.....	94	25	3	Shelter, food.....	
Governor Marshall.....	60	23	9	Ice, supplies, bait, shelter.....	
Grand Marshall.....	70	25	13	Bait, ice, dories, sick man, shelter...	
Gertrude de Costa.....	61	19	5	Water, provisions, shelter.....	
Governor Foss.....	88	24	4	Crews, water, shelter.....	
Good Luck.....	55	19	12	Shelter, supplies, water.....	
Harmony.....	66	23	13	Shelter, bait, oil, men, ice.....	
Henry Ford.....	90	25	13	Ice, supplies, shelter, bait, men, food	6
Hazel R. Hines.....	79	21	2	"	
Hortense.....	43	19	1	Shelter.....	
Helena.....	40	13	1	Repairs.....	
Helja Silva.....	77	21	4	Shelter.....	
Hesperus.....	79	25	7	Repairs, sick man, shelter, dories, water, ice supplies.	44
Herbert Parker.....	78	23	9	Dories, supplies, bait, oil, shelter...	
Henrietta.....	62	19	2	Shelter.....	
Harvard.....	72	19	4	Gas, shelter, supplies.....	
Hope Leslie.....	19	11	1	Shelter.....	
Imperator.....	79	23	6	Shelter, bait, ice land fish.....	13
Joffre.....	80	25	3	Ice, supplies, land fish, bait.....	50
John J. Fallon.....	60	19	5	Ice, bait, shelter.....	
Judique.....	89	6	1	Shelter.....	
Killarney.....	73	22	10	Shipping men, shelter, repairs.....	
Lucia.....	43	17	7	Shelter.....	
Loon.....	169	21	5	Bunker coal, repairs to engine, shipping men.	
L. A. Dunton.....	94	23	4	Sent sick man home, shelter, water, provisions.	

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LIST of United States Fishing vessels which entered Canadian Ports on the Atlantic Coast during the year ended December 31, 1923—*Concluded*

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for Entry	Quantity of fish landed cwt.
Lark.....	121	23	2	Shelter.....	
Laura Goulart.....	73	21	1	".....	
Mary T. Fallon.....	48	19	4	Ice, shelter, repairs.....	
Mayflower.....	113	25	18	Bait, ice, supplies, shelter, bait reports, salt.	
Mary F. Curtis.....	65	21	25	Ice, trawl gear, bait, storing bait, men, shelter, salt, water, oil.	
Morning Star.....	85	19	10	Shelter, repairs, ice.....	
Mary J. O'Hara.....	49	22	10	".....	
Mildred Robertson.....	73	19	5	Master burned by explosion, bait, land fish, landed sick man, shipped one.	41
Medric.....	189	21	2	Repairs.....	
Nirvana.....	50	12	4	Shelter, shipped a man.....	
New Dawn.....	20	9	4	".....	
Natalie Hammond.....	51	21	4	".....	
Orion.....	39	13	2	Shelter.....	
Oretha F. Spinney.....	87	25	4	Ice, bait, supplies, dories, landed fish, man, transhipped catch.	111
Osprey.....	169	23	4	Bunker coal, repairs.....	
Pioneer.....	53	17	3	Water, shelter.....	
Pilgrim.....	63	18	2	Ice, bait, landed man.....	
Progress.....	78	19	1	Shelter.....	
Phillip P. Mantha.....	43	17	2	".....	
Plover.....	208	21	4	To land sick men.....	
Progress.....	61	23	6	Repairs, shelter, dory, supplies.....	
Pollyana.....	66	19	3	Bait, shelter.....	
Rex.....	75	23	8	Ice, shelter, repairs, supplies, bait.	
Ruth & Margaret.....	77	23	4	Ice, bait, sick man.....	
Ralph Brown.....	67	20	3	Shelter.....	
Republic.....	48	19	13	Ice, supplies, shelter, landing halibut, bait, dories.	82
Ruth.....	49	20	6	Shelter, supplies.....	
Ripple.....	96	20	1	To land sick men.....	
Sunapee.....	18	9	8	Supplies, shelter.....	
Surf.....	119	16	14	".....	
Swell.....	119	24	6	Shelter.....	
Stillette.....	91	19	4	".....	
Shianne.....	21	5	1	".....	
Saturn.....	137	22	1	In for 2 men.....	
Snipe.....	208	19	1	Supplies, crew.....	
Shamrock.....	68	27	1	Shelter.....	
S. A. Denton.....	94	23	1	Bait.....	
T. M. Nicholson.....	90	17	9	Ice, bait, shelter, salt, men.....	
Thomas S. Gorton.....	92	23	8	Bait, ice, discharging men, shelter.	
Thelma.....	28	12	2	Shelter.....	
Teazer.....	59	22	2	" bait.....	
Tern.....	208	21	3	Land sick men, ship men.....	
Waltham.....	44	20	2	Shelter.....	
Yankee.....	96	25	3	".....	

LIST of United States Fishing vessels which entered Canadian Ports on the
Pacific Coast during the year ended December 31, 1923

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for Entry	Quantity of fish landed
					cwt.
Arctic.....	29	6	1	Land fish.....	1,020
Adeline.....	6	2	1	".....	250
Anna J.....	22	5	2	" bait and ice.....	2,360
Alaska.....	44	15	1	".....	4,100
Augusta.....	19	4	1	".....	780
Arcade.....	14	5	13	" bait, ice.....	80
Atlas.....	31	7	1	".....	1,040
Atlantic.....	25	11	2	".....	2,280
Albatros.....	40	13	6	" bait, ice.....	1,200
Alter.....	43	15	1	".....	7,560
Arctic.....	37	6	1	".....	320
Aberdeen.....	29	5	1	Shelter.....	
Alki.....	4	2	1	Land fish.....	20
Arctic.....	4	3	1	Broken machinery.....	
Alfa.....	4	3	1		
America.....	25	11	10	Land fish, bait, ice.....	800
A. 125.....	2	1	1	Ice and bait.....	
Actor.....	7	1	2	".....	
Antler.....	22	5	5	" land fish.....	660
Aurora.....	16	5	16	Supplies, bait and ice.....	
Alice.....	21	3	1	Bait.....	
Alfa.....	12	5	7	" ice.....	
Agnes.....	17	5	6	Bait and ice.....	
Alice B.....	13	5	11	" land fish.....	220
Active.....	4	2	1	".....	
Alf.....	4	1	2	".....	
Baltic.....	20	4	1	Land fish.....	740
Brothers.....	13	5	1	".....	1,260
Bravo.....	10	3	1	".....	1,040
Bringold.....	12	5	1	".....	880
Bolinder.....	5	1	2	Supplies, bait.....	
Beaver.....	17	5	13	Bait and ice.....	
Bonnie Lass.....	2	2	1	Supplies.....	
Commonwealth.....	60	17	2	Land fish, ice and bait.....	2,100
Constitution.....	57	9	1	".....	3,080
Carolan.....	18	3	1	".....	600
Corona.....	19	11	8	" bait and ice.....	680
Confidence.....	22	3	1	Supplies.....	
California.....	20	5	5	Land fish, bait, ice.....	720
Chimera.....	9	3	7	" ".....	350
Chancellor.....	13	5	6	" ".....	840
Crescent.....	8	4	2	" ice and bait.....	1,200
Cape Clear.....	13	4	8	" ".....	360
Corsair.....	4	3	1	Shelter.....	
Cora.....	4	3	1	Land fish.....	220
Circle H.....	4	1	1	Supplies.....	
Cora.....	9	5	1		
Carlisle.....	10	2	1	Land fish.....	200
Cedric.....	19	4	1	".....	200
Chatham.....	24	5	1	Ice and bait.....	
Christina.....	4	1	5	Supplies, land fish, unknown.....	24
Ceta H.280 H.....	4	1	1	Supplies.....	
125 C. A.....	2	1	1	".....	
Clarion.....	15	4	1	Bait and ice.....	
Dora H.....	15	5	5	".....	
Defence.....	20	5	1	Land fish.....	1,680
Don Carlos.....	8	3	1	".....	120
Discovery.....	10	4	1	".....	520
Daily.....	26	6	1	".....	2,220
Democrat.....	27	6	1	".....	1,700
Director.....	14	5	2	".....	260
Doll.....	4	1	1	Supplies.....	
Dependent.....	4	3	1	Land fish.....	80
Dreamer.....	25	2	1	Shelter.....	
Evolution.....	17	5	10	Land fish, ice and bait, engine trouble.....	240
Eidsvold.....	15	5	11	Land fish, bait, for orders, fresh water.....	1,000

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List of United States Fishing vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1923—*Continued*

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for Entry	Quantity of fish landed
Eastern Point.....	4	3	1	Land fish.....	cwt. 600
E. Neilson.....	15	4	6	" ice and bait.....	500
Eagle.....	9	3	2	"	780
Eureka.....	4	2	1	"	40
Emla.....	4	2	1	"	40
Emblem.....	4	2	1	"	100
Eagle.....	67	17	1	"	1,660
Emma.....	17	2	1	Ice and bait.....	
Enterprise.....	8	3	10	Bait and ice.....	
Erin.....	28	4	1	"	
Eleanora.....	16	5	6	"	
Famous.....	9	3	1	Engine trouble.....	
Forward.....	18	5	4	Land fish, ice and bait.....	1,860
Fairway.....	19	5	5	"	1,480
Fremont.....	10	4	8	"	260
Fortuna.....	21	5	12	" for orders.....	60
Flower.....	3	2	1	"	20
Faith.....	7	3	10	" bait and ice.....	60
Fram.....	4	3	1	"	100
Flattery.....	10	3	1	"	60
Ford.....	4	3	1	"	140
Flora.....	4	3	2	" bait and ice.....	140
Flamingo.....	13	5	6	Bait and ice.....	
F. C. Hergert.....	15	5	8	"	
Gladstone.....	23	6	1	Land fish.....	1,960
Gony.....	12	5	3	" bait and ice, stores.....	280
Get the Hook.....	10	1	1	"	20
Glacier.....	12	4	1	"	760
Grayling.....	16	5	1	"	620
Groth.....	7	3	1	"	360
Grechen.....	7	3	2	"	240
Good-Will.....	4	4	1	Supplies.....	
Gold Fish.....	4	2	1	Land fish.....	20
Genevieve.....	4	2	1	"	40
G. A. 883.....	3	1	2	Ice and bait, supplies.....	
Grant.....	5	2	1	Land fish.....	160
G. A. 473.....	4	2	1	Supplies.....	
Helgeland.....	56	15	1	Land fish.....	7,380
Harding.....	19	5	5	" ice and bait.....	1,060
Happy.....	12	4	2	"	760
Hilda.....	10	3	2	"	11,960
Hazel.....	7	3	2	"	360
Hazel H.....	24	5	7	" bait and ice.....	1,440
Hazel L.....	9	3	2	Shelter, ice and bait.....	
Hi Gill.....	11	4	3	Land fish, bait, engine trouble.....	1,120
Hilda.....	16	3	1	"	100
Hanna.....	11	8	4	Shelter, ice and bait.....	
Harvestor.....	15	5	2	Land fish, bait and ice.....	100
Hiawatha.....	3	3	1	Shelter.....	
Hurget.....	15	5	1	Ice and bait.....	
Imperial.....	35	5	1	Land fish.....	1,240
Ictus.....	3	3	1	Shelter.....	
Inverness.....	16	2	1	"	
Jennie F. Decker.....	16	8	15	Bait and ice.....	
Judith.....	5	3	8	" land fish.....	8
June.....	15	5	1	Land fish.....	900
J. P. Todd I.....	4	2	1	"	140
J. P. Todd II.....	12	5	1	"	200
Jennie.....	10	5	1	"	40
Jeanette.....	6	1	1	"	40
Kennebec.....	3	3	1	"	100
Kodiak.....	38	13	6	Engine trouble, land fish, ice and bait.....	2,280
Kanatak.....	38	7	1	Land fish.....	840
K. 377.....	4	2	1	"	60
Katella.....	16	6	17	Stores, bait.....	
LaPaloma.....	14	11	9	Land fish, ice and bait.....	160
Lenor.....	14	4	1	"	480
Lancing.....	20	4	1	"	820

15 GEORGE V, A. 1925

LIST of United States Fishing vessels which entered Canadian Ports on the
Pacific Coast during the year ended December 31, 1923—(continued)

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for Entry	Quantity of fish landed cwt.
Lebanon.....	14	5	10	" ice and bait, water and towing Tillicum.	100
Lunmen.....	10	4	1	"	880
Lincoln.....	23	6	5	" ice and bait.....	2,060
Lituya.....	30	11	2	" ".....	1,480
Lincoln.....	4	2	1	"	280
Liberty.....	17	7	1	"	640
Lief II.....	21	3	1	"	360
Liberty.....	4	1	1	Ice and bait.....	
Lite H. 280.....	4	1	1	"	
Louis.....	4	2	1	Land fish.....	60
Lervis II.....	8	3	1	Ice and bait.....	
Leona.....	3	1	1	Supplies.....	
775 L.....	3	3	1	"	
681 L.....	2	4	1	"	
972 L.....	5	1	1	"	
Laurel M.....	5	3	1	Water.....	
Lincoln.....	9	5	1	"	
Louise.....	16	6	17	Bait and ice.....	
Laura.....	7	3	5	"	
Liberty.....	44	16	4	"	
Mermaid.....	19	5	7	Land fish, bait and ice.....	460
Mildred 13.....	19	5	12	" bait.....	380
Mars.....	9	4	2	" water.....	420
Mira.....	7	3	1	"	640
Mildred II.....	31	6	3	" bait and ice.....	1,520
Marie M.....	5	2	3	"	102
Magnolia.....	25	4	1	"	240
Madeline J.....	21	5	10	" ice and bait.....	140
Majestic.....	33	7	1	"	2,800
Mary G.....	4	2	3	Supplies, ice and bait, water.....	
Muzon.....	19	4	1	Ice and bait.....	
M. & K.....	4	2	3	Land fish, bait and ice.....	10
Mary.....	16	8	11	Bait, ice.....	
Myrtle.....	9	4	15	"	
Myron.....	2	2	1	Supplies.....	
M. 935.....	5	5	1	"	
M. 147.....	4	5	1	"	
Mary.....	11	8	1	Bait and ice.....	
Myrtle.....	19	3	1	"	
Nomad.....	15	5	10	Land fish, for orders, engine trouble, bait, ice.	450
National.....	20	6	8	Land fish, ice and bait.....	1,480
Norland.....	19	6	1	"	420
North.....	9	5	9	" bait and ice.....	200
Norma.....	9	3	1	"	880
Norma.....	6	3	1	"	60
Neptune.....	6	3	1	"	140
Nesmar.....	2	2	1	"	20
NeLu.....	4	2	1	"	40
North Light.....	13	3	2	Shelter, water.....	
New England.....	70	28	1	Land fish.....	1,540
Nelson.....	15	4	1	Ice and bait.....	
Ouah.....	18	5	6	Land fish, ice and bait.....	640
Omancy.....	34	12	3	" for orders, bait and ice...	3,400
Orient.....	48	15	4	" bait and ice.....	301
Pelican.....	17	4	4	" ice and bait.....	900
Pioneer.....	48	15	1	"	5,680
Presho.....	14	5	4	" bait and ice.....	440
Pioneer III.....	26	5	9	"	1,500
President.....	24	6	6	"	1,240
Panama.....	34	13	3	" ice and bait.....	3,800
Pirate.....	20	3	1	"	200
Polaris.....	45	15	2	" bait and ice.....	2,560
Petrel.....	67	7	1	Land sick man.....	
Pearl F.....	7	2	1	Ice and bait.....	
Primrose.....	4	1	3	Land fish, bait and ice.....	15
Pershing.....	18	5	12	Bait, ice.....	

SESSIONAL PAPER No. 29

LIST of United States Fishing vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1923—*Continued*

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for Entry	Quantity of fish landed
					cwt.
Prosperity.....	25	6	4	"	
Republic.....	51	14	1	Land fish.....	8,040
Reliance.....	11	5	5	" for orders.....	1,240
Reliance No. 1.....	19	5	2	" ice and bait.....	1,980
Reliance.....	14	4	1	"	420
Reliance.....	8	3	1	"	880
Rolfe.....	10	5	1	"	1,380
Restitution.....	24	5	9	" ice and bait, supplies.....	1,100
Roald Amundsen.....	16	6	1	"	1,800
Rosario.....	16	5	8	" bait and ice.....	180
Rambler.....	10	3	2	" supplies.....	60
Rival.....	4	3	1	"	80
Raven.....	4	2	1	"	300
Reform.....	4	3	1	"	240
Royal.....	15	5	6	" ice and bait.....	540
Ramier.....	4	3	1	"	360
Radio.....	63	16	1	"	3,620
Ruth M.....	5	1	2	Supplies.....	
Rolfe.....	4	1	1	Land fish.....	8
Roosevelt.....	13	5	11	Bait.....	
Sunset.....	37	8	1	Land fish.....	340
Seymour.....	44	16	2	" bait and ice.....	1,020
Sunland.....	26	4	1	Land fish.....	400
Success.....	4	3	1	"	520
Sirius.....	17	4	1	"	360
Senator.....	11	6	1	"	2,320
Sitka.....	50	15	1	"	3,260
Summer.....	34	13	1	"	3,280
Secla.....	18	2	1	Shelter.....	
Seattle.....	55	15	3	Land fish, ice and bait.....	2,800
Scandia.....	76	17	1	"	5,080
Sadie K.....	13	5	6	" ice and bait, engine trouble.....	880
Sherman.....	18	5	1	"	2,060
Samson.....	7	3	1	"	180
Star.....	12	4	1	"	920
Scout.....	4	2	1	"	260
Star.....	7	4	3	" ice and bait.....	180
Sentinel.....	21	6	1	"	1,360
Snowir.....	8	2	1	"	80
S. & S.....	4	3	1	"	180
Sea Lion.....	6	2	5	" unknown, bait and ice.....	25
Sammy.....	8	3	15	Bait and ice.....	
S.F. 680 L.....	3	2	1	Supplies.....	
Solo.....	2	2	1	"	
Spencer.....	17	5	6	Bait, engine trouble.....	
Superior.....	16	5	12	Bait and ice.....	
Swift.....	7	2	3	"	
Siloam.....	16	5	2	"	
Tom Boy.....	5	4	1	Shelter.....	
Tyce.....	12	4	1	Land fish.....	1,120
Tom & Al.....	57	15	1	"	5,360
Tahoma.....	18	6	2	" ice and bait.....	2,560
Tordenskjold.....	57	13	1	"	4,140
Texas.....	16	5	4	" bait and ice.....	200
Thelma.....	32	5	5	" ice and bait.....	460
Tatoosh.....	21	6	1	"	1,960
Tillikum.....	21	5	13	" unknown, engine trouble.....	740
				Water.....	
Trio.....	19	5	3	Land fish, ice and bait.....	260
Teddy, J.....	13	4	1	"	1,320
T. 965.....	4	1	1	"	40
Taremba.....	12	2	4	" bait.....	120
Uranus.....	15	6	3	" ice and bait.....	1,440
Unimak.....	10	3	1	"	520
Ure.....	5	1	1	Water.....	
Vivian.....	9	3	1	Land fish.....	580
Vansee.....	43	10	1	"	6,100
Valorous.....	21	4	1	"	1,720

15 GEORGE V, A. 1925

LIST of United States Fishing vessels which entered Canadian Ports on the Pacific Coast during the year ended December 31, 1923—*Concluded*

Name of Vessel	Tonnage	Number of men in crew	Number of times entered	Reasons for Entry	Quantity of fish landed
Virginian.....	33	5	1	"	cwt.
Volid.....	8	3	11	" bait and ice.....	1,940
Venus.....	4	3	1	"	120
Viking.....	11	4	1	"	1,320
Vesta.....	13	5	1	"	720
Venus.....	25	7	1	"	900
Volunteer.....	21	5	10	" bait, for orders, ice.....	2,260
Viscara.....	33	5	1	Repairs.....	160
Velva.....	6	2	1	Bait, ice.....	
Velero.....	6	3	11	Bait and ice.....	
Volunteer.....	19	5	8	"	
Virginis.....	5	2	2	" land fish.....	6
Westfjord.....	17	5	6	Land fish, bait, ice.....	360
Woodrow.....	23	5	6	" ice and bait.....	450
Wabash.....	6	3	1	"	1,020
Wilson.....	19	5	5	" ice and bait.....	100
Wireless.....	19	6	5	"	900
Wave.....	7	3	1	"	580
Washington.....	13	4	1	"	760
White Star.....	17	4	2	"	420
Wyague.....	4	3	1	Ice and bait.....	
Wilhelmina.....	17	5	14	Supplies, bait and ice.....	
Xaporta.....	187	36	1	Land fish.....	400
Yakutat.....	41	13	6	" bait and ice.....	2,380
Yellowstone.....	22	5	1	"	1,180

DOMINION OF CANADA

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED MARCH 31

1924

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1924

*To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B.,
G.C.M.G., M.V.O., Governor General and Commander-in-Chief of the
Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to forward to Your Excellency the accompanying report of the Post Office Department of the Dominion of Canada, for the year ended March 31, 1924, which is respectfully submitted.

I have the honour to be, Sir,

Your Excellency's most obedient servant,

CHARLES MURPHY,

Postmaster General.

POST OFFICE DEPARTMENT,
OTTAWA, OCTOBER 16, 1924.

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REPORT OF THE DEPUTY POSTMASTER GENERAL

1923-1924

POST OFFICE DEPARTMENT,
OTTAWA, September 25, 1924.

To the Honourable

CHARLES MURPHY, K.C., LL.D., M.P.,
Postmaster General of Canada.

I have the honour to submit the following report of the operations of the Post Office Department for the fiscal year ended March 31st, 1924.

POST OFFICE PUBLICITY

Post Office publicity efforts carried on consistently along various lines during the past year are bringing good results. The public are better informed as to the postal facilities which are available for their benefit, and on the other hand, with a better understanding of post office problems and the conditions under which mail matter is handled, post office patrons almost invariably show interest and a willingness to co-operate by more careful preparation of mail matter, with consequent saving of delay and probable annoyance to sender and addressee.

The postal exhibits put on at exhibitions and fall fairs, throughout the Dominion during the year attracted considerable attention and they have been followed up at many points by illustrated talks on postal matters given by postmasters and other qualified postal officials to various local organizations—Kiwanis and Rotary Clubs, church gatherings, school pupils, etc.

Quite a number of postmasters have made a very special effort to reach the young people in their towns and cities, and in some cases have arranged to have groups from the schools visit the post office for a practical demonstration of post office operations and the problems arising out of careless preparation of mail matter by the public.

Radio messages on postal subjects have been sent out by broadcasting stations all over the country, and it is thought serve a very useful purpose. Other methods of advertising—by posters, leaflets distributed to householders, special postal advice or warnings on dies used in post office cancelling machines, etc.—which have proved very effective in the past, have also been continued.

INSURANCE OF PARCELS

The system of insurance of parcels sent by post has developed successfully, some 2,800,000 parcels having been insured during the year, and the amount of insurance fees being approximately \$140,000.

The insurance system was extended in January 1923, to the United States and in November 1923, to Great Britain and Ireland, these extensions of the service being much appreciated by the mailing public.

Negotiations are being conducted with other countries with a view to a more general adoption of the system, in this way giving the public a protection previously lacking.

C.O.D. SERVICE

The Post Office C.O.D. service established in October 1922, has been appreciated by all classes of the business public, particularly retailers and repair firms, and has shown a very substantial increase since it was first introduced. The first month the system was in operation, 14,684 articles were sent C.O.D., whereas in March, 1924, the number had increased to 52,523.

During the year the delivery of C.O.D. articles, which was formerly restricted to about 5,000 post offices, was extended to all post offices in Canada, that is, to more than 12,000 post offices, thus adding greatly to the convenience of the service.

POST OFFICE SAVINGS BANKS

There was a marked growth during the year in the amount of Post Office Savings Bank deposits, indicating an increased appreciation by the public of the facilities provided by this service for their benefit. The Savings Bank System is one of the ways in which the Post Office co-operates with the public.

By a change made in the regulations towards the end of this fiscal year, depositors will in future be able to obtain on demand at Savings Bank post offices, on furnishing proper identification, repayments from their accounts in cash up to an amount of \$25 without waiting for application to be made for same to the head office at Ottawa. This procedure will expedite the withdrawal of small amounts, and will be found a considerable convenience.

ONE-HALF CENT BUSINESS REPLY POSTCARD

In response to requests from the business public for a system by which they might have the advantage of sending out prepaid reply postcards to prospective customers without incurring too great a loss owing to the small percentage of such cards, that are actually used, the question was carefully considered, and as a result a new $\frac{1}{2}$ c. Business Reply Postcard has been issued.

These single reply cards, which bear on the face the words "Business Reply Card" and are prepaid $\frac{1}{2}$ c. postage, are issued singly or in sheets of eight, and must be sent out as enclosures with matter mailed in quantity addressed to places within Canada. Any organization using these reply cards must have its name and address printed on the lower right hand half of the face, and must have matter (with or without blanks to be filled in) printed on the reverse side of the card.

INVESTIGATIONS MADE EFFECTIVE BY CO-OPERATION

The satisfactory results of investigations into loss and mistreatment of mail matter reported in the previous year, as a result of reorganization of the Postal Service, have been continued during the year just ended. The Postal Districts have increased the effectiveness of their work by careful co-operation among different district offices, with very satisfactory results.

In so far as can be ascertained from the records, there has been a larger percentage of cases of this kind successfully investigated during the past two years than in any previous period. One factor which has greatly helped in this, and which has been more or less prominent during the past year, has been the effective co-operation between the Postal Investigation Officers in Canada and the Post Office Inspectors in the United States, particularly those situated adjacent to the boundary line. The United States inspectors have given valuable assistance to our inspectors, and Canadian inspectors have likewise given assistance on many occasions to United States officers. The result has been very gratifying, and success has been attained in many cases which heretofore would have been impossible to conclude satisfactorily.

SESSIONAL PAPER No. 30

COLLECTION BY MOTORCYCLE

For some months a test was conducted with motorcycles in connection with the collections from street letter boxes formerly undertaken by foot collectors. This test proved the use of motorcycles for this purpose to be economical and highly satisfactory.

PACIFIC CABLE TRAFFIC

The traffic between Canada and Australia and New Zealand by Pacific Cable during the fiscal year 1922-23 was as follows:—

	<i>No. of paying words transmitted</i>
From Canada to Australia.....	493,806
From Australia to Canada.....	234,197
Total.....	<hr/> 728,003 <hr/>

Some idea of the importance of this cable service and the success that has attended its operation may be obtained from the following data:—

Length of cable.....	11,000 miles
Assets in excess of liabilities—Canada's share..	\$4,000,000
Canada's share of last year's surplus.....	\$275,000

In placing the Post Office in charge of Canada's interests in the Pacific Cable, the usual international practice was recognized, inasmuch as in the various countries of the world, it is the practice to place the cable, telegraph, wireless, and in many instances the telephone services, under the postal administration, thus uniting under one control all services appertaining to communication.

During 1923 an additional cable was laid to connect Sydney and Southport and the southern end of the cable between Auckland and Suva was duplicated.

The question of duplicating the service between Suva and Bamfield by either cable or wireless is now under consideration.

DIRECT EXCHANGES OF PARCEL POST

Arrangements were made during the year for direct exchange of parcel post with Belgium, in addition to the existing parcel post route via England, and provision has also been made for similar direct exchanges with Denmark and with Germany. Parcel post for these countries by direct service is despatched from Montreal during the summer months, and from St. John in winter. It is hoped to arrange during the next few months for direct parcel post exchanges with several other European countries.

SUPPLEMENTARY DESPATCHES OF PARCEL POST FOR AUSTRALIA AND NEW ZEALAND

Facilities were also provided commencing February 1924, for the despatch of parcel post for Australia and New Zealand via San Francisco, supplementing the existing service via Vancouver, delay thus being eliminated in respect to parcel post mailed too late to catch a Vancouver sailing.

15 GEORGE V, A. 1925

EXAMINATIONS FOR POSTAL EMPLOYEES

Previous to 1922, employees in the 56 larger Post Offices in Canada who were engaged in the sortation of mail matter were examined annually by or under the supervision of the Postmaster to test their knowledge of distribution. The percentage required to pass was 80%.

Usually these examinations were conducted on the working frames with ordinary mail, and in only a few post offices were they conducted with selected cards and separations. Consequently, there was no uniform standard. Some employees were taking an examination on about 20% of the standard required of others.

As such examinations did not indicate the ability or knowledge of the employees, and were manifestly unfair in many instances, the Department decided to establish a standard system under centralized control, both for sortation and knowledge of Postal Laws and Regulations. Since April 1922 the examinations on Postal Laws and Regulations and duties of office have been extended and re-arranged.

The standard system of examination on sortation was put into operation in June 1922, and the average obtained was 69.4%.

In 1923 the average per cent obtained by employees in the 17 larger city post offices was 84% and in all offices over grade 2 the average was 81.7%, or an average gain of over 12%.

The increased knowledge of sortation has resulted in more efficient service, and has reduced the cost of operation.

GRATIFYING FINANCIAL STATEMENT

The Post Office service is continuously expanding and calling for increased expenditure from year to year, but owing to the adoption of more businesslike methods, the financial operations of the Post Office Department for the two years ended 31st March, 1924, as compared with the two years ended 31st March, 1922, show a betterment of \$2,159,425.

Summarized statements covering the various branches of the Department are appended.

L. J. GABOURY,
Deputy Postmaster General.

SESSIONAL PAPER No. 30

NUMBER OF POST OFFICES

STATEMENT showing the number of post offices in operation in the Dominion on March 31, 1923, the number of post offices established and the number of post offices closed during the year from March 31, 1923, to March 31, 1924, and the number in operation on March 31, 1924.

Province	Number of Post Offices in operation at end of fiscal year 1923	Number of Post Offices established from March 31, 1923 to March 31, 1924	Number of Post Offices closed from March 31, 1923 to March 31, 1924	Number of Post Offices in operation on March 31, 1924
Ontario.....	2,577	58	38	2,597
Quebec.....	2,325	66	25	2,366
Nova Scotia.....	1,836	15	32	1,819
New Brunswick.....	1,139	15	23	1,131
Prince Edward Island.....	133	.....	2	131
British Columbia.....	849	36	30	855
Manitoba.....	803	24	11	816
Alberta.....	1,194	39	18	1,215
Saskatchewan.....	1,403	38	33	1,408
Yukon.....	20	.....	1	19
Northwest Territories.....	9	4	.....	13
	12,288	295	213	12,370

Total number of post offices in operation on March 31, 1923.....	12,288
Number of post offices established from March 31, 1923 to March 31, 1924.....	295
Number of post offices closed from March 31, 1923 to March 31, 1924.....	213
Total number of post offices in operation March 31, 1924.....	12,370

Net increase..... 82

PACIFIC CABLE TRAFFIC

The cable traffic between Canada and Australia and New Zealand by Pacific cable during the fiscal year 1922-23 was as follows:—

	Number of paying words transmitted
From Canada to Australasia.....	493,806
From Australasia to Canada.....	234,197
Total.....	728,003

RURAL MAIL DELIVERY

The extension of the Rural Mail Delivery System during the year ended 31st March, 1924, has been considerably curtailed owing to the fact that the necessity for strict economy has prevented the granting of applications for new routes which would involve increased expenditure. However, 201,392 boxes were being served under this system at the end of the period mentioned.

GENERAL FINANCIAL STATEMENT, 1923-24

The net revenue for the year including war tax amounted to \$29,100,491.92 and the expenditure to \$28,305,936.57, being a decrease of \$161,740.86 in the net revenue and an increase of \$511,434.68 in the expenditure. The revenue for the year exceeded the expenditure by \$794,555.35. Excluding the war tax calculated at \$8,573,262.73 the expenditure exceeded the revenue by \$7,778,707.38.

GENERAL FINANCIAL STATEMENT, 1923-1924.

REVENUE

Postage stamps, post cards, etc., sold.....	\$30,618,795 48
Postage paid in cash on newspapers.....	1,352,800 07
Postage paid in cash on third class (printed) matter.....	693,086 85
Postage paid in cash on metered mail matter.....	19,864 61
Rent of letter boxes and drawers.....	236,209 27
Commission received on money orders.....	1,240,961 22
Commission received on postal notes.....	173,957 61
Profit in exchange on money order business with other countries.....	87,278 98
Profit in exchange on British postal order business.....	4,840 26
Commission received from the United Kingdom on postal order business..	750 98
Postage on parcels from other countries.....	388,781 20
Transit charges on correspondence from other countries.....	146,303 06
Void money orders, that is, money orders issued between January 1, 1922, and December 31, 1922, payment of which had not been claimed up to December 31, 1923.....	35,870 33
Collections from sale of rural mail boxes.....	12,031 02
Miscellaneous revenue.....	39,476 93
	<hr/>
	\$35,051,907 87

DEDUCTIONS

Salaries, forward allowances, allowances toward rent, fuel and light, compensation on money order and postal note business, and commission on box and drawer rents	\$ 5,556,804 87
Discount to stamp vendors and postmasters, and compen- sation to messengers for special delivery of letters.....	201,584 49
Losses by fire, burglary, etc.....	9,604 34
Balance of commission paid to other countries on money order business.....	31,589 73
Postage on parcels to other countries.....	93,336 19
Transit charges on correspondence to other countries.....	20,607 17
Indemnity paid to owners of lost insured parcels.....	37,889 16
	<hr/>
	5,951,415 95
	<hr/>
	\$29,100,491 92

Owing to the fact that the Public Accounts for the year ended March 31, 1924, were closed before the Accounts of the Post Office Department could be finally adjusted, the amount transferred to Consolidated Fund as post office revenue was \$28,865,374.25 instead of \$29,100,491.92.

STATEMENT OF EXPENDITURE FOR THE FISCAL YEAR ENDED 31st MARCH 1924

Paid by cheque from Parliamentary Appropriation.

Conveyance of Mails by Railways.....	\$ 7,350,715 40
“ “ Water.....	566,344 45
“ “ Ordinary Land.....	6,178,609 57
Mail Bags, etc.....	284,057 00
Total Mail Service.....	<hr/>
	\$14,379,726 42
Salaries.....	12,775,941 82
Postage Stamps.....	233,208 42
Commission to Postmasters on Savings Bank Business.....	5,000 00
Printing, etc.....	383,679 02
Miscellaneous.....	308,687 94
Travelling Expenses.....	52,984 69
Yukon.....	166,108 26
	<hr/>
Total.....	\$28,305,936 57

Postal Notes.—During the year 5,806,129 postal notes, amounting in value to \$12,657,724.95, were paid, a decrease as compared with the previous year of 178,110 in the number and an increase of \$477,804.13 in the value. The revenue derived from the sale of postal notes amounted to \$193,415.18.

British postal orders were paid as follows: number, 59,869; value, \$155,704.46—increases of 8,689 in number and \$21,006.82 in value.

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The following table shows the net revenue, expenditure and deficit or surplus, as the case may be, of the post office for each fiscal year since Confederation.

Fiscal Year	Net revenue		Expenditure		Deficit		Surplus	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.
1868.....	808,857	84	785,298	55			13,559	29
1869.....	758,182	03	864,954	55	106,772	52		
1870.....	788,904	78	933,398	67	144,493	89		
1871.....	803,637	17	994,876	00	191,238	83		
1872.....	916,418	31	1,092,519	03	176,100	69		
1873.....	1,093,516	07	1,240,135	95	146,619	88		
1874.....	1,151,269	83	1,370,542	41	219,272	58		
1875.....	1,172,381	38	1,509,113	29	336,731	91		
1876.....	1,106,736	74	1,581,608	72	474,871	98		
1877.....	1,120,224	26	1,694,708	18	574,483	92		
1878.....	1,224,912	17	1,715,255	36	490,343	19		
1879.....	1,117,364	50	1,750,267	17	632,902	67		
1880.....	1,179,677	89	1,818,271	05	638,593	16		
1881.....	1,344,969	85	1,876,657	96	531,688	11		
1882.....	1,543,309	21	1,980,567	25	437,258	04		
1883.....	1,753,079	22	2,176,089	09	423,009	87		
1884.....	1,712,318	85	2,312,965	27	600,646	42		
1885.....	1,790,494	90	2,488,315	36	697,820	46		
1886.....	1,852,155	00	2,763,186	41	911,031	41		
1887.....	1,964,062	17	2,818,907	22	854,845	05		
1888.....	2,322,728	68	2,889,728	59	566,999	91		
1889.....	2,220,503	66	2,982,321	48	761,817	82		
1890.....	2,357,388	95	3,074,469	91	717,080	96		
1891.....	2,515,823	44	3,161,675	72	645,852	28		
1892.....	2,652,745	79	3,316,120	03	663,374	24		
1893.....	2,772,507	71	3,421,203	17	647,695	46		
1894.....	2,809,341	06	3,517,261	31	707,920	25		
1895.....	2,792,789	64	3,593,647	47	800,857	83		
1896.....	2,971,652	93	3,752,805	12	781,152	19		
1897.....	3,202,938	42	3,789,478	34	586,539	92		
1898.....	3,527,809	69	3,575,411	99	47,602	30		
1899.....	3,182,930	92	3,581,848	71	398,917	79		
1900.....	3,183,984	17	3,645,646	04	461,661	87		
1901.....	3,421,192	19	3,837,376	18	416,183	99		
1902.....	3,888,126	10	3,883,016	96			5,109	14
1903.....	4,366,127	75	3,970,859	64			395,268	11
1904.....	4,652,324	74	4,347,540	84			304,783	99
1905.....	5,125,342	01	4,634,527	78			490,814	89
1906.....	5,993,342	53	4,921,577	22			1,011,765	31
1907.....	5,061,858	93	3,979,557	34			1,082,301	59
1908.....	7,107,756	38	6,005,929	74			1,101,826	64
1909.....	7,401,623	93	6,592,386	40			809,237	53
1910.....	7,958,547	72	7,215,337	47			743,210	25
1911.....	9,146,952	47	7,954,222	79			1,192,729	68
1912.....	10,482,255	39	9,172,035	47			1,310,219	92
1913.....	12,060,476	43	10,882,804	57			1,177,671	86
1914.....	12,956,216	42	12,822,038	44			134,157	98
1915.....	13,046,649	57	15,961,191	47	2,914,541	90		
*1916.....	18,858,409	93	16,009,138	77			2,849,271	16
*1917.....	20,902,384	46	16,300,578	65			4,601,805	81
*1918.....	21,345,394	48	18,046,557	90			3,298,836	58
*1919.....	21,602,712	65	19,273,583	94			2,329,128	71
*1920.....	24,449,916	97	20,774,385	20			3,675,531	77
*1921.....	26,331,118	97	24,661,262	26			1,669,856	71
*1922.....	26,554,538	24	28,121,533	95	1,566,886	88		
*1923.....	29,262,232	78	27,794,501	89			1,467,730	89
*1924.....	29,100,491	92	28,305,936	57			794,555	35

*Including War Tax.

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MONEY ORDER TRANSACTIONS

The number of money order offices in operation on March 31, 1924, was 5,471, an increase of 134 over the previous year.

The total number of orders issued during the last year was 12,561,490, as against 11,098,222 for the previous year. The aggregate value was \$159,855,114.97 as against \$143,055,119.94 for the previous year.

10,826,950 of the orders issued during the year with a value of \$141,620-371.55 were payable in the Dominion of Canada.

1,734,540, with a value of \$18,234,743.42 were payable abroad.

The number of orders issued abroad and payable in Canada was 784,592, with an aggregate value of \$13,508,395.70.

The number of orders issued in Canada on the United States was 1,076,104, and the value \$9,916,801.35.

The number of orders issued in the United States on Canada was 701,130, and the value \$11,981,594.65.

The following statement shows the number and value of Canadian money orders and postal notes paid in the United States:—

	Number Year 1923	Amount Year 1923	Number Year 1924	Amount Year 1924
Money Orders.....	986,423	\$ 8,933,741 20	1,076,104	\$ 9,916,801 35
Postal Notes.....	34	45 10	Nil	Nil
	<u>986,457</u>	<u>\$ 8,933,786 30</u>	<u>1,076,104</u>	<u>\$ 9,916,801 35</u>

The average of money orders issued during the year was \$12.73, and the average commission received from the public was 9.88 cents.

The total receipts from all sources amounted to \$1,364,110.53, and the total expenditure, including the salaries of the inside service at Ottawa, to \$1,177,321.43, leaving an excess of receipts over expenditure of \$186,789.10.

The following statement shows the receipts and expenditure for the year ended March 31, 1924:—

RECEIPTS

Commission from public.....	\$ 1,240,961 22
Profit in exchange with other countries.....	87,278 98
Void money orders issued between January 1, 1922, and December 31, 1922.....	35,870 33
	<u>\$ 1,364,110 53</u>

EXPENDITURE

Approximate cost of clerical force employed at money order duties in city offices.....	\$ 205,000 00
Commission paid to postmasters at country offices.....	449,950 53
Balance of commission paid other countries.....	31,589 73
Printing and stationery for head office.....	40,150 49
Financial papers and journals.....	15 00
Printing, stationery, date stamps, etc., outside service.....	109,982 49
	<u>\$ 836,688 24</u>
Excess of receipts over expenditure.....	\$ 527,422 29
Deducting civil government item for salaries at head office, Ottawa, including money order exchange office.	
Permanent clerks, salaries, \$266,811.67; bonuses, \$33,747.59	\$300,559 26
Temporary clerks, salaries, \$33,401.02; bonuses, \$6,672.91	40,073 93
	<u>\$ 340,633 19</u>
Net revenue.....	<u>\$ 186,789 10</u>

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ANALYSIS of the Money Order Business of the Dominion of Canada for the year
ended March 31, 1924

—	Number of Orders	Amount	Total
		\$ cts.	\$ cts.
Total number and amount of Money Orders issued in—			
Ontario.....	3,809,106	46,398,064 25	
Quebec.....	1,618,558	19,798,941 02	
Nova Scotia.....	865,954	10,200,072 22	
New Brunswick.....	495,285	6,065,230 98	
Prince Edward Island.....	84,639	1,054,770 51	
Manitoba.....	883,641	10,665,567 29	
Saskatchewan.....	2,274,027	31,253,786 59	
Alberta.....	1,511,045	20,110,712 58	
British Columbia.....	1,011,514	14,126,848 28	
Yukon.....	7,721	181,121 25	
Total number and amount of Money Orders issued.....	12,561,490	159,855,114 97	
Total number and amount of Money Orders paid in—			
Ontario.....	4,168,751	51,335,317 07	
Quebec.....	1,134,829	16,882,150 64	
Nova Scotia.....	528,579	7,418,506 24	
New Brunswick.....	842,453	10,342,845 86	
Prince Edward Island.....	41,908	858,546 89	
Manitoba.....	2,564,358	32,463,883 32	
Saskatchewan.....	1,236,483	16,680,225 28	
Alberta.....	566,479	10,236,993 76	
British Columbia.....	493,349	9,093,304 09	
Yukon.....	1,087	24,999 74	
Total number and amount of Money Orders paid.....	11,578,276	155,336,772 89	
Total amount of Money Orders issued and paid			315,191,887 86

EXCHANGE of Money Orders between Dominion of Canada and other Countries for the years 1922-23 and 1923-24 was as follows:

Name of Country	Issued in Canada				Payable in Canada			
	Number 1923	Number 1924	Amount 1923		Number 1923	Number 1924	Amount 1923	
			\$	cts.			\$	cts.
Austria*	77	73	705	86	19	44	345	19
Bahamas	847	963	9,844	12	11,180	12	775	70
Barbados	1,677	2,019	22,120	98	24,751	73	7,821	76
Belgium	163	181	1,762	77	2,250	09	11,265	64
Bermuda	245	258	2,101	40	2,755	94	1,478	88
British Guiana	17	27	95	97	16	78	301	98
British Honduras	145	797	3,405	98	17,127	44	156	307
China**	607	891	11,560	83	20,096	03	67	52
Denmark	18	14	63	15	132	85	1,806	75
Fiji	9,958	12,416	63,056	98	76,317	49	960	757
France	117	131	975	61	1,639	76	52	59
Germany*	796	1,180	11,740	91	19,113	48	164	219
Grenada	621	214	12,183	09	5,334	30	142	107
Holland	25,399	18,185	1,397,086	76	892,215	79	146	198
Hong Kong	513	1,689	5,743	27	22,883	37	202	292
Hungary*	13,719	14,325	700,137	28	740,179	67	559	27
Italy	385	347	3,528	19	2,720	53	60	97
Jamaica	9,880	13,788	229,047	50	335,208	34	20,261	29,821
Japan	859	900	11,912	77	12,173	33	845	967
Leeward Islands	805	816	11,730	08	13,626	14	1,158	1,252
Mexico††	1,433	2,644	32,040	34	78,635	59	95	114
Newfoundland	237	229	2,312	49	2,958	14	308	325
New South Wales	43	28	359	89	258	57	46	44
New Zealand	172	177	2,099	19	3,012	08	113	70
Norway	73	92	650	65	948	99	143	171
Queensland	2,792	5,690	67,755	42	194,325	41	220	228
St. Lucia	776	1,028	11,940	23	19,385	95	124	144
St. Vincent	248	231	1,056	06	1,082	37	70	58
South Australia	223	280	2,926	24	4,078	17	209	172
Sweden†	611	646	8,385	67	8,824	75	614	673
Switzerland	516,558	577,123	4,870,101	74	5,881,733	76	52,667	51,671
Tasmania	986,423	1,076,104	8,933,741	20	9,916,801	35	531,639	701,130
Trinidad	339	401	4,403	75	4,436	00	568	560
Union of South Africa	124	129	1,453	50	2,019	36	134	161
United Kingdom††	1,576,909	1,734,540	16,437,769	87	18,234,743	42	612,968	784,592
United States								
Victoria								
Western Australia								

*Service suspended August 8, 1914, on account of war.

†Business commenced January 1, 1924.

††Business commenced January 1, 1924.

†††Business commenced January 1, 1924.

Canada there is not a direct exchange of money orders.

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TABLE showing the General Operations of the Money Order System in the Dominion of Canada for the past seven years

Year	Number of Money Order Offices	Total Number of Money Orders issued	Total Amount of Money Orders issued	Where Payable		Amount of Orders issued other Countries payable in Canada	Gross Revenue from Fees on Money Orders, profit on Foreign Exchange, etc
				In Canada	In other Countries		
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1918	4,930	9,919,665	142,959,167 54	116,761,491 11	26,194,676 43	9,385,627 24	944,855 29
1919	4,953	9,100,707	142,375,898 77	116,616,095 69	25,729,713 08	10,351,020 88	1,116,184 29
1920	5,106	9,947,018	159,224,936 53	135,201,815 74	24,023,120 79	10,050,360 94	1,732,177 10
1921	5,197	11,013,167	173,523,321 96	155,916,231 88	17,607,090 08	6,680,970 91	2,311,801 36
1922	5,266	10,031,198	139,914,186 39	124,316,726 15	15,597,460 24	5,515,069 28	1,852,824 62
1923	5,337	11,098,222	143,055,119 91	126,617,350 07	16,437,769 87	8,986,040 85	1,180,957 45
1924	5,471	12,561,490	159,855,114 97	141,620,371 55	18,234,743 42	13,508,395 70	1,361,110 53

POST OFFICE SAVINGS BANK

The aggregate balance to the credit of depositors on March 31, 1924, was \$25,156,448.75, an increase during the year of \$2,799,181.20. The average to the credit of each depositor was \$311.55 as compared with \$293.72 on March 31, 1923.

The new accounts opened during the year were 14,649, and 10,236 accounts were closed, leaving the number open at the close of the year 81,104, or an increase of 4,987.

The deposits were 66,904 in number, with a total amount of \$7,118,912. The average amount of each deposit was \$106.40 as compared with \$60.30 for the previous year.

Repayments numbered 25,340 and amounted to \$5,199,219.63, the average withdrawal being \$205.18 as compared with \$218.56 in the preceding year.

Balances numbering 82 amounting to \$37,761.44 at Barrington, N.S., balances numbering 449, amounting to \$163,981.64 at Kentville, N.S. and balances numbering 43, amounting to \$5,309.93 at Sherbrooke, N.S., were transferred to the P. O. Savings Bank from the Dominion Government Savings Bank of the Finance Department.

Transfers from the Post Office Savings Bank of the United Kingdom (included in deposits) were 349 and amounted to \$116,867.68. Deposits transferred to the P. O. Savings Bank of the United Kingdom (included in repayments) numbered 53 and amounted to \$40,067.53.

The interest paid to depositors during the year was \$32,229.25, and the interest accrued and made principal was \$640,206.57, making a total of \$672,435.82.

The number of offices authorized to transact business increased from 1,307 to 1,345.

Claims to moneys of deceased and insane depositors examined into and finally disposed of numbered 583.

Annexed is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Revised Statutes of Canada, 1906, chapter 30, section 16) of the Post Office Savings Bank transactions for the year ended March 31, 1924, and of the total amount due to depositors on that date.

	\$ cts.		\$ cts.
Balance due to depositors on March 31, 1923.....	22,357,267 55	Repayments to depositors during the year.....	5,199,219 63
Deposits received during the year....	7,118,912 00	Balance due to depositors on March 31, 1924.....	25,156,448 75
Balance transferred from the Dominion Government Savings Bank....	207,053 01		
Interest allowed to depositors during the year in accordance with the Statute.....	672,435 82		
	<u>\$30,355,668 38</u>		<u>\$30,355,668 38</u>

STATEMENT of the Business of the Post Office Savings Bank

Period	Number of Post Office Savings Banks at close of period	Number of deposits received during period	Total amount of deposits received during period	Average amount of each deposit received during period	Amount of depositors' accounts transferred from Dominion Government Savings Banks during period	Number of withdrawals during period
			\$ cts.	\$ cts.	\$ cts.	
Three months ended June 30, 1868...	81	2,247	212,507 00	65 44		166
Year ended June 30, 1869.....	213	16,653	927,885 00	55 71		4,787
Year ended June 30, 1870.....	226	24,994	1,347,901 00	53 93		9,478
Year ended June 30, 1871.....	230	33,256	1,917,576 00	57 66		15,148
Year ended June 30, 1872.....	235	39,489	2,261,631 00	57 27		20,154
Year ended June 30, 1873.....	239	44,413	2,306,918 00	51 94		23,800
Year ended June 30, 1874.....	266	45,329	2,340,284 00	51 63		25,814
Year ended June 30, 1875.....	268	42,508	1,942,346 00	45 69		25,954
Year ended June 30, 1876.....	279	48,647	1,726,204 00	44 66		24,152
Year ended June 30, 1877.....	287	36,126	1,151,000 00	42 10		22,484
Year ended June 30, 1878.....	295	40,097	1,724,371 00	43 00		21,944
Year ended June 30, 1879.....	297	43,349	1,973,243 00	45 52		23,226
Year ended June 30, 1880.....	297	56,051	2,720,216 00	48 53		26,716
Year ended June 30, 1881.....	304	71,747	4,175,042 00	58 19		28,510
Year ended June 30, 1882.....	308	97,380	6,435,989 00	66 09		35,859
Year ended June 30, 1883.....	330	109,489	6,826,266 00	62 35		45,253
Year ended June 30, 1884.....	343	109,388	6,441,439 00	58 88		56,026
Year ended June 30, 1885.....	355	116,576	7,098,459 00	60 89		59,714
Year ended June 30, 1886.....	392	126,322	7,642,227 00	60 52		62,205
Year ended June 30, 1887.....	415	143,076	8,272,041 00	57 81		65,853
Year ended June 30, 1888.....	433	155,978	7,722,330 00	49 51	217,385 10	78,229
Year ended June 30, 1889.....	463	166,235	7,926,634 00	47 67	1,085,979 72	84,572
Year ended June 30, 1890.....	494	154,678	6,599,896 00	42 67	167,501 53	90,151
Year ended June 30, 1891.....	633	147,672	6,500,372 00	44 02	389,169 28	84,963
Year ended June 30, 1892.....	642	145,423	7,056,002 00	48 52		76,381
Year ended June 30, 1893.....	673	148,868	7,708,888 00	51 78		73,361
Year ended June 30, 1894.....	699	145,960	7,525,286 09	51 53	218,173 60	84,941
Year ended June 30, 1895.....	731	143,685	7,488,028 00	52 11	494,889 23	85,888
Year ended June 30, 1896.....	755	155,308	8,138,947 00	52 37	499,981 61	87,221
Year ended June 30, 1897.....	779	161,151	8,233,000 00	51 02	1,856,474 31	91,398
Year ended June 30, 1898.....	814	179,814	9,183,693 00	51 07	786,868 48	94,532
Year ended June 30, 1899.....	838	174,658	8,310,630 00	47 58		95,090
Year ended June 30, 1900.....	847	201,262	10,448,485 00	51 91	141,171 82	92,713
Year ended June 30, 1901.....	895	212,217	11,091,099 00	52 26		102,083
Year ended June 30, 1902.....	915	219,678	11,382,025 00	51 81	415,507 96	105,946
Year ended June 30, 1903.....	934	231,619	12,060,825 00	52 07		104,393
Year ended June 30, 1904.....	961	235,043	11,739,940 00	49 94		108,237
Year ended June 30, 1905.....	989	233,281	10,503,870 00	47 04	252,773 93	110,157
Year ended June 30, 1906.....	1,101	233,803	10,805,458 00	46 21	559,593 31	105,923
Nine months ended March 31, 1907..	1,043	186,916	8,803,233 00	47 09	1,216,168 80	79,338
Year ended March 31, 1908.....	1,084	242,386	12,293,544 17	50 71	59,243 71	116,435
Year ended March 31, 1909.....	1,102	199,884	9,415,669 29	47 10		115,048
Year ended March 31, 1910.....	1,133	190,510	8,816,511 71	46 28		96,413
Year ended March 31, 1911.....	1,151	203,196	9,597,016 17	49 00		90,664
Year ended March 31, 1912.....	1,172	255,316	11,054,877 19	49 06	223,831 24	95,829
Year ended March 31, 1913.....	1,212	230,263	11,299,963 88	49 07		96,835
Year ended March 31, 1914.....	1,250	236,260	11,346,459 39	48 02	140,318 55	104,917
Year ended March 31, 1915.....	1,269	183,515	10,154,189 07	55 33		104,816
Year ended March 31, 1916.....	1,289	173,456	8,539,742 07	49 23	295,100 47	77,905
Year ended March 31, 1917.....	1,312	205,050	11,974,434 11	58 39		68,254
Year ended March 31, 1918.....	1,318	162,921	11,791,966 66	72 38	91,649 09	78,259
Year ended March 31, 1919.....	1,328	141,627	12,593,190 06	88 92	174,143 30	64,390
Year ended March 31, 1920.....	1,323	117,735	10,003,067 58	84 96	184,302 97	67,005
Year ended March 31, 1921.....	1,328	80,117	6,631,084 58	82 77	589,246 52	42,322
Year ended March 31, 1922.....	1,303	51,333	3,499,338 86	68 17	56,467 95	37,223
Year ended March 31, 1923.....	1,307	43,223	2,606,10 61	60 30		26,374
Year ended March 31, 1924.....	1,345	66,904	7,118,912 00	106 40	207,053 01	25,340
Total period ended March 31, 1924..	1,345	7,615,162	408,129,273 40	53 59	10,271,995 58	3,742,569

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Canada, year by year, from April, 1868, to March 31, 1924.

Total amount withdrawn during period	Average amount of each withdrawal during period	Number of accounts opened during period	Number of depositors' accounts transferred from Dominion Government Savings Banks during period	Number of accounts closed during period	Number of accounts remaining open at close of period	Interest allowed to Depositors	Total amount standing to the credit of Open accounts inclusive of interest allowed at close of period	Average amount standing to credit of each Open Account at close of period
\$ cts.	\$ cts.					\$ cts.	\$ cts.	\$ cts.
8,857 48	53 35	2,146		44	2,102	939 37	201,588 89	97 33
296,754 35	61 99	9,429		1,319	7,212	21,094 72	856,814 26	118 80
664,655 51	70 11	8,823		2,857	12,178	48,689 08	1,588,848 82	130 41
1,093,438 86	72 10	9,424		4,449	17,153	84,273 08	2,497,259 65	145 59
1,778,565 19	81 33	10,856		6,940	21,059	116,174 55	3,096,500 01	147 04
2,323,299 32	86 91	11,995		9,528	23,526	126,932 88	3,207,051 57	136 32
2,468,643 42	86 04	12,048		10,606	24,968	126,273 31	3,204,965 46	128 36
2,341,979 04	82 88	10,516		11,190	24,294	120,758 06	2,926,090 48	120 44
2,021,457 97	77 11	10,218		10,097	24,415	110,116 08	2,740,952 59	112 27
1,726,082 98	70 49	8,791		9,312	24,074	104,067 86	2,639,937 47	109 60
1,713,658 79	70 55	0,058		8,597	25,535	103,834 29	2,754,484 03	107 87
1,733,448 79	66 07	10,755		8,845	27,445	110,912 56	3,105,190 80	113 14
2,015,813 16	69 89	14,407		10,481	31,365	136,075 47	3,945,669 11	125 80
2,097,389 15	73 56	18,731		10,491	39,605	184,904 81	6,208,226 77	156 75
3,461,619 31	96 53	25,778		13,920	51,463	291,065 07	9,473,661 53	184 08
4,730,995 39	104 54	27,127		17,531	61,059	407,305 17	11,976,237 31	196 13
5,694,681 13	100 84	26,562		20,939	66,682	477,487 64	13,245,552 64	198 63
5,973,031 84	97 01	27,591		20,951	73,322	539,560 51	15,090,540 31	205 81
6,183,470 60	96 40	29,103		21,555	80,870	607,075 37	17,159,372 09	212 18
6,626,067 51	100 62	31,874		22,585	90,159	692,404 57	19,497,750 15	216 26
7,514,071 78	96 05	37,516	723	26,704	101,693	975,639 15	20,689,032 62	203 44
7,532,145 56	89 06	38,049	962	29,581	113,123	841,921 79	23,011,422 57	203 41
8,575,041 98	95 12	32,127	570	33,499	112,321	786,875 37	21,990,653 49	195 78
7,875,977 57	92 67	29,791	1,124	32,006	111,230	734,430 89	21,738,648 09	195 44
7,230,938 14	93 44	28,943		39,368	110,805	734,590 70	22,298,401 65	201 24
6,531,578 97	90 39	29,502		26,032	114,275	777,482 98	24,153,193 66	211 36
7,473,585 46	87 98	29,116	662	27,033	117,020	835,800 34	25,237,868 14	215 84
7,310,291 97	85 41	27,988	1,647	26,037	120,628	876,049 07	26,805,542 47	222 22
7,406,066 13	84 91	30,100	1,959	26,245	126,442	944,524 73	28,932,929 68	228 82
7,656,086 64	83 76	30,236	6,722	26,663	135,737	1,024,511 74	32,380,829 09	238 55
8,853,178 42	93 65	33,722	2,279	29,449	142,289	982,725 62	34,480,937 77	242 47
9,021,862 56	94 88	30,172		30,320	142,141	1,001,899 96	34,771,605 17	144 62
8,903,505 46	96 03	37,596	587	29,337	120,987	1,049,699 27	37,507,455 80	248 41
9,774,694 62	95 75	38,685		32,304	157,368	1,126,952 44	39,950,812 62	253 87
10,617,070 50	100 21	38,886	712	34,205	162,751	1,188,924 83	42,320,209 91	260 01
11,379,756 94	109 01	39,786		35,524	167,023	1,254,048 96	44,255,326 93	264 96
11,883,127 70	109 79	38,925		37,376	168,572	1,309,567 05	45,419,706 28	269 44
12,129,101 23	110 11	35,376	572	39,002	165,518	1,320,511 70	45,367,760 68	274 09
12,324,529 26	115 26	37,681	879	39,536	164,542	1,328,205 78	45,736,488 51	276 75
9,330,766 39	117 35	30,282	3,310	30,849	167,285	1,027,833 83	47,452,957 75	283 66
13,610,865 95	116 89	42,530	279	44,403	165,691	1,369,404 60	47,564,284 28	287 07
13,132,239 00	114 14	31,611		41,507	155,895	1,342,869 64	45,190,484 21	289 88
11,699,649 54	121 35	29,661		36,663	148,893	1,279,011 04	43,583,357 42	292 73
11,470,360 24	126 51	34,639		36,054	147,478	1,257,565 84	42,330,579 19	293 51
12,303,688 13	128 39	38,796	600	38,955	147,919	1,258,164 84	43,563,764 33	294 51
13,389,966 01	138 28	40,120		42,005	143,034	1,255,179 63	42,728,941 83	292 59
13,842,924 98	131 64	41,917	343	44,974	143,320	1,218,491 69	41,591,286 57	290 20
12,925,606 20	123 41	34,506		42,349	145,477	1,175,536 96	39,995,406 40	295 22
9,981,914 13	128 00	27,988	1,050	30,170	134,345	1,160,082 89	40,008,417 70	297 80
10,606,990 87	155 40	29,481		28,684	135,142	1,206,527 65	42,582,478 59	315 09
14,427,194 11	184 35	21,156	166	30,563	125,735	1,244,578 61	41,283,478 84	328 34
13,604,410 70	211 30	17,007	529	27,255	116,541	1,208,558 76	41,654,960 26	357 43
21,293,281 63	317 78	14,509	376	33,896	97,154	1,056,545 20	31,605,594 38	325 31
10,699,748 70	252 11	11,651	1,756	20,242	88,563	883,842 47	29,010,619 23	327 57
8,496,546 78	228 26	6,359	194	15,274	82,196	767,301 95	24,837,181 21	302 17
5,764,442 11	218 56	5,184		11,263	76,111	677,917 84	22,357,267 55	293 72
5,199,219 63	205 18	14,609	574	10,236	81,104	672,435 82	25,156,448 75	311 55
436,600,976 74	116 66	1,428,654	29,575	1,377,706	81,104	43,356,156 51	25,156,448 75	311 55

RAILWAY MAIL SERVICE

STATEMENT showing total salaries of Railway Mail Clerks, and also the mileage paid Railway Mail Clerks for fiscal year 1923-24, as compared with the amounts paid during the preceding fiscal year 1922-23.

Year	Salaries	Increase	Mileage	Decrease
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1922-23.....	1,755,527 67	70,050 63	551,901 54	20,610 48
1923-24.....	1,822,998 58	67,470 91	551,028 03	873 51

CHANGES IN EXISTING SERVICES

During the year there have been established the following changes and increases in the frequency of railway mail service:—

Railway	Terminals	Distance in miles	Particulars
Boston and Maine.....	Rock Island and International Boundary.	3-51	Additional B.C. Service daily except Sunday.
Canadian National.....	Canora and Sturgis.....	22	B.C. Service increased from tri-weekly to Daily ex. Sunday.
"	Canora and Swan River.....	89	B.C. Service superseded by R.P.O. service tri-weekly.
"	Cochrane and Hearst.....	129	B.C. Service increased from tri-weekly to Daily except Sunday.
"	Edmonton and Edson.....	130	B.C. Service established tri-weekly.
"	Edmonton and St. Paul de Metis	127	B.C. Service increased from tri-weekly to 4 times per week.
"	Foleyet and Elsas.....	35	Additional B.C. Service daily except Sunday.
"	Greenway and Wakopa.....	47	B.C. Service semi-weekly increased to tri-weekly.
"	Hearst and Sioux Lookout.....	395	B.C. Service increased from semi-weekly to tri-weekly.
"	North Bay and Toronto.....	227	Additional B.C. Service weekly one way.
"	Neuville and Donnacona.....	8	B.C. Service daily except Sunday.
"	Parry Sound and Bolger Bridge.	27	Additional B.C. Service tri-weekly during summer.
"	Quebec and Chicoutimi.....	227	Additional B.C. Service one trip per week.
"	Regina and Canora.....	155	B.C. Service tri-weekly increased to daily except Sunday.
"	Winnipeg and Steep Rock.....	134	B.C. Service increased from tri-weekly to daily except Sunday.
"	Winnipeg and Victoria Beach....	76	B.C. Service (winter) increased from weekly to semi-weekly.
Canadian Pacific.....	Duncan's Station and Lake Cowichan.	20	B.C. Service semi-weekly resumed.
"	Lethbridge and Calgary (via MacLeod).	141	B.C. Service daily except Sunday reduced to tri-weekly.
"	Lethbridge and Manyberries....	104	B.C. Service increased from semi-weekly to tri-weekly.
"	Russell and Inglis.....	13	B.C. Service increased from tri-weekly to daily except Sunday.

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CHANGES IN EXISTING SERVICES—*concluded*

Railway	Terminals	Distance in miles	Particulars
Central Vermont.....	Montreal and St. Armand.....	25	B.C. Service increased from weekly to daily.
Chatham, Wallaceburg and Lake Erie Electric.....	Chatham and Wallaceburg.....	19	Additional B.C. Service daily except Sunday.
Hydro Electric.....	Windsor and Sandwich.....	2	Additional B.C. Service daily except Sunday one way.
Pacific Great Eastern.....	Williams Lake and Quesnel.....	71	R.P.O. Service increased from weekly to semi-weekly.
Quebec Central.....	Tring Junction and Vallee Junction.	10	Additional R.P.O. Service daily except Sunday.

During the fiscal year 1923-24, 285.5 miles of additional railway were utilized for mail purposes, making a total actual track mileage over which mail was carried on March 31, 1924, of 36,707.4.

The following statement shows the details of such additional service:—

Railway	Terminals	Distance in miles	Particulars
Canadian National	Amaranth and Alonsa.....	18.1	B. C. tri-weekly.
"	Pokemouche Junction and Tracadie.	13.7	B.C. daily except Sunday.
"	Demaine and Beechy.....	5.6	B.C. tri-weekly.
"	Melfort and Ridgedale.....	25.8	B.C. tri-weekly.
"	Nolalu and Soumi.....	10	B.C. weekly.
"	Preeceville and Kelvington....	41.4	B.C. tri-weekly.
"	Rocky Mountain House and Red Deer.	60.8	B.C. tri-weekly.
Canadian Pacific	Lanigan & Naicam.....	49.8	B.C. semi-weekly.
"	Regent & Croll.....	6.2	B.C. semi-weekly.
"	Russell & Inglis.....	12.9	B.C. tri-weekly.
Greater Winnipeg Water District	St. Boniface and Waugh.....	91.9	B.C. weekly.
		336.2	
Canadian National.....	South Indian-Rockland.....	15.9	B.C. service discontinued.
Canadian Pacific.....	Alhambra-Rocky Mountain House.	11.8	B.C. service discontinued.
"	Colvalli-Fort Steele.....	23	B.C. service discontinued.
		285.5	

COMPARATIVE Statement of Railway Mail Service during fiscal years 1922-23 and 1923-24

Date	Miles of railway in operation on which mails are carried	Daily service by postal cars. Distance travelled in miles	Daily service by baggage cars. Distance travelled in miles	Total mileage	
				Daily	Yearly
In March, 1924.....	36,707	71,826	48,278	120,104	37,592,658
In March, 1923.....	36,422	71,745	47,642	119,387	37,368,203
	285	81	636	717	224,455

POSTAGE STAMP BRANCH

The postage stamp issue during the fiscal year 1923-24 was the greatest in the history of the department, showing a material increase over the issue of the previous fiscal year, the figures being as follows:—

Issue, fiscal year, 1923-24.....	\$31,063,161 72
Issue, fiscal year, 1922-23.....	30,259,029 76
Increase.....	\$ 804,131 96

INSPECTION SERVICE

1. Number of inquiries received regarding lost and mistreated matter	338,041
Number of inquiries satisfactorily adjusted.....	266,650
Number of inquiries pending.....	3,081

ARRESTS AND CONVICTIONS

2. Following investigations of thefts and losses, 76 arrests were made for thefts from the mails during the year:—	
Number of arrests made.....	76
Number of convictions secured.....	68
Number of acquittals.....	8
	76

In addition to the arrests made there were 11 employees dismissed from the service for mistreatment of mail matter.

3. REGISTERED LOSSES

(a) *Domestic mails*—

The sum of \$911.95 was paid as indemnity for the loss of 49 registered articles in Canada. That amount was made up as follows:—

1. Recovered from employees at fault.....	\$ 552 89
2. Recovered from Guarantee Fund.....	209 06
3. Paid by department.....	150 00
	—\$ 911 95

(b) *International Mails*—

The sum of \$1,540.59 was paid on behalf of the Foreign Administrations concerned for the loss in other countries of 182 Registered articles.

INSURED PARCEL POST

4. Approximate number of insured parcels mailed.....	2,791,153
Approximate amount received in fees.....	\$ 140,507 65
Number of claims paid for loss or damage.....	4,423
Amount of indemnity paid.....	\$ 33,293 22
Proportion of mistreated Insured parcels, 1 in 631.....	0.158%
Average value of parcels for which indemnity was paid.....	\$ 7 55

THE TRANSACTIONS OF THE DEAD LETTER OFFICE DURING
THE YEAR ENDED MARCH 31, 1924

5. Number of articles originating in Canada, returned as undeliverable from United Kingdom, British Dominions and Colonies and foreign countries—	
By United Kingdom (of these the number registered was 639).....	28,935
By United States Post Office (of these the number registered was 146).....	150,657
By British Dominions and Colonies (of these the number registered was 160).....	7,226
By foreign countries (of these the number registered was 1,290).....	13,417
Books, parcels, etc., received from United Kingdom, British possessions, and foreign countries.....	79,829
6. Number of articles originating in the United Kingdom, British Dominions and foreign countries, undeliverable at Canadian Post Offices—	
Ordinary dead letters and post cards of British and foreign origin.....	291,215
Ordinary dead parcels, circulars, etc., of British and foreign origin.....	63,122
Registered dead letters of British and foreign origin.....	25,447

INSPECTION SERVICE—*Concluded*

7. Number of articles originating in Canada undeliverable at Canadian Post Offices—	
Ordinary domestic dead letters and post cards.....	683,278
Number returned to senders.....	224,426
Number destroyed.....	458,852
Ordinary domestic parcels, circulars, etc.....	455,622
Number returned to senders.....	6,768
Number destroyed.....	448,854
Registered domestic dead letters.....	11,434
Number returned to senders.....	10,329
Number held awaiting claim.....	1,105
Ordinary and registered dead letters, parcels, post cards, circulars, etc., sent to the Dead Letter Office, for insufficient address, non-payment of postage, improper packing, etc.....	189,442
	<hr/> 1,999,624
Out of the ordinary letters and parcels originating in Canada included above, the number of those found to contain cash or cash value.....	10,699
Number of ordinary letters and parcels found to contain cash or cash value returned to senders.....	9,727
Number of ordinary letters and parcels found to contain cash or cash value which were unclaimed and held by the Department.....	972
Number of parcels originating in Canada, merchandise, etc., found undeliverable and prepared for sale.....	2,836

CASH STATEMENT

8. Cash contained in dead letters.....	\$	21,139 73
Cash contained in dead letters returned to owners.....	\$	19,381 29
Cash contained in unclaimed dead letters deposited to the credit of the Receiver General.....	\$	1,758 44
	<hr/> \$	21,139 73
Revenue collected on Returned Dead mail matter.....	\$	11,550 11

SUMMARY

9. Estimated number of letters, post cards, parcels, circulars, etc., carried in the mails.....	1,200,000,000
Number of letters, post cards, parcels, circulars, etc. received at Dead Letter Office.....	1,999,624
Proportion of mail matter reaching Dead Letter Office, 1 in 570.....	0.166%
Proportion of mail matter reaching Dead Letter Office, based on average during previous ten years, 1 in 344.....	
Decrease.....	39%

EQUIPMENT AND SUPPLY BRANCH

COMPARATIVE Statement of Expenditure for the fiscal year ended March 31, 1923 and the fiscal year ended March 31, 1924

Items of Expenditure	1922-23		1923-24		Increase 1923-24		Decrease 1923-24	
	\$	cts.	\$	cts.	\$	cts.		
Inside Service:—								
Printing.....	31,004	84	39,896	19	8,891	35		
Stationery.....	30,888	52	54,740	13	23,851	61		
Total.....	61,893	36	94,636	32	32,742	96		
Increase—Inside Service.....					32,742	96		
Outside Service—								
Printing.....	205,152	80	252,998	44	47,845	64		
Stationery.....	105,485	01	120,640	72	15,155	71		
Total.....	310,637	81	373,639	16	63,001	35		
Mail bags, locks, etc.....	215,552	22	232,554	78	17,002	56		
Miscellaneous, stamping material, scales, letter boxes, letter carriers' uniforms, etc.....	239,125	76	304,990	12	65,863	36		
Total.....	765,316	79	911,184	06	145,867	27		
Increase—Outside Service.....					145,867	27		
Total expenditure Inside and Outside Service.....	827,210	15	1,005,820	38				
Total increase Inside and Outside Service.....					178,610	23		

	1922-23	1923-24
<i>Cash returned to Department:—</i>		
By sale of new material for uniforms.....	\$ 16,074 40	\$ 29,300 08
By sale of obsolete equipment.....	2,412 22	3,059 91
By refund on miscellaneous equipment.....	947 66	1,109 73
<i>Cash payments to other Departments:—</i>		
To Justice—Repair of mail bags and making up new bags.....	36,511 17	38,350 32
To Customs—Duty, etc.....		188 58
To Trade and Commerce—Inspection of Postal scales.....	2,500 00	2,500 00
To Public Works (liquid soap).....	21 60	
Inventory of stock at department, depots and depositories.....	520,996 27	894,607 08

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ACCOUNTING OFFICES

STATEMENT showing the Gross Postal Revenue of Accounting Offices during the year ended March 31, 1924.

PROVINCE OF ONTARIO

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Aberfoyle.....	254 94	Aurora.....	17,690 99
Actinolite.....	335 18	Avening.....	299 54
Acton.....	9,086 89	Avonmore.....	1,865 73
Addison.....	396 83	Aylmer West.....	14,778 94
Admaston Station.....	289 10	Ayr.....	4,152 77
Adolphustown.....	196 01	Ayton.....	1,934 99
Agincourt.....	1,615 00	Baden.....	2,003 12
Ahmie Harbour.....	505 30	Badjeros.....	460 90
Ailsa Craig.....	3,295 00	Bailieboro.....	618 96
Alderdale.....	291 26	Bainsville.....	756 06
Alexandria.....	8,618 59	Bala.....	2,839 82
Alfred.....	1,939 24	Balderson.....	367 41
Alfred Station.....	349 45	Ballantrae.....	251 40
Algoma Mills.....	122 83	Ballinafad.....	147 51
Algonquin.....	745 78	Ballycroy.....	371 97
Algonquin Park.....	1,140 49	Baltimore.....	494 05
Allanburg.....	405 33	Bancroft.....	4,747 50
Allandale.....	4,069 73	Bannockburn.....	275 35
Allenford.....	1,615 06	Barrie.....	28,226 24
Allensville.....	184 10	Barrie Island.....	111 47
Allenwood.....	109 61	Bar River.....	474 36
Allisonville.....	160 87	Barrow Bay.....	145 51
Alliston.....	8,260 23	Barry's Bay.....	2,255 02
Alma.....	1,024 34	Bartonville.....	842 03
Almonte.....	9,829 94	Barwick.....	968 27
Alton.....	1,423 14	Bath.....	1,763 89
Alvinston.....	3,859 71	Batteau.....	446 65
Ameliasburg.....	332 89	Battersea.....	700 18
Amherstburg.....	9,819 72	Bayfield.....	1,555 62
Amigari.....	721 92	Baysville.....	832 35
Amyot.....	113 57	Beachburg.....	2,042 40
Ancaster.....	4,883 57	Beachville.....	1,188 87
Angus.....	1,132 72	Beamsville.....	7,681 68
Annan.....	297 73	Beaumaris.....	1,290 83
Ansonville.....	3,778 40	Beaverton.....	5,453 41
Anten Mills.....	286 41	Becher.....	259 77
Appin.....	1,316 54	Bedford Mills.....	142 46
Apple Hill.....	1,911 77	Beechwood.....	319 63
Appleton.....	806 42	Beeton.....	3,193 54
Apsley.....	519 76	Belfountain.....	394 22
Arden.....	1,310 14	Belgrave.....	956 24
Ardoch.....	311 00	Belhaven.....	193 67
Argyle.....	295 68	Bellamy's.....	538 28
Ariss.....	293 65	Belle River.....	1,683 32
Arkona.....	1,826 93	Belle Vallée.....	208 92
Armow.....	175 34	Belleville.....	*58,123 42
Arnprior.....	16,125 57	*Divided as follows:—	
Arnstein.....	422 74	Head Office.....	57,271 79
Arthur.....	5,071 52	Belleville Station.....	851 63
Ashburn.....	219 62	Bell Ewart.....	699 18
Ahston.....	665 55	Bell's Corners.....	331 20
Ashworth.....	131 66	Belmont.....	2,213 23
Astorville.....	273 38	Belton.....	459 13
Athens.....	4,073 71	Belwood.....	1,527 15
Atherley.....	1,013 72	Berkeley.....	436 13
Athlone.....	205 99	Bervie.....	264 13
Atikokan.....	1,084 48	Berwick.....	796 00
Attercliffe Station.....	462 85	Bethany.....	998 08
Atwood.....	2,223 83	Bexley.....	156 74
Auburn.....	1,447 93	Bigwood.....	428 63
Aultsville.....	1,789 22	Billing's Bridge.....	865 37

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Binbrooke.....	609 12	Burgessville.....	1,523 15
Birch Cliff.....	2,847 97	Burketon Station.....	707 75
Biscotasing.....	1,126 32	Burk's Falls.....	5,847 15
Bishop's Mills.....	262 71	Burlington.....	9,587 30
Bismark.....	221 49	Burnstown.....	233 64
Bissett Creek.....	194 66	Burnt River.....	520 28
Blackstock.....	837 59	Burritt's Rapids.....	1,202 74
Blackwater.....	413 02	Byng Inlet.....	2,339 01
Blair.....	664 45	Cache Bay.....	1,947 90
Blakeney.....	89 33	Caesarea.....	449 43
Blenheim.....	7,969 61	Cainsville.....	742 71
Bleazard Valley.....	341 94	Caintown.....	209 38
Blind River.....	6,019 18	Cairo.....	194 79
Bloomfield.....	2,109 21	Caistorville.....	310 53
Bluevale.....	666 38	Calabogie.....	1,325 38
Blyth.....	3,531 07	Caldwell's Mills.....	293 11
Blytheswood.....	330 10	Caledon.....	1,082 57
Bobcaygeon.....	3,976 16	Caledon East.....	1,164 81
Bognor.....	458 59	Caledonia.....	7,432 47
Bolger Bridge.....	1,157 58	Caledonia Springs.....	735 33
Bolsover.....	352 61	Callander.....	2,174 13
Bolton.....	3,103 65	Camborne.....	133 13
Bonarlaw.....	465 86	Cambray.....	462 18
Bondhead.....	578 31	Camden East.....	832 97
Bonfield.....	967 31	Cameron.....	604 04
Bornholm.....	1,067 38	Camilla.....	138 16
Boston Creek.....	556 91	Camlaachie.....	1,015 86
Bothwell.....	3,823 94	Campbellcroft.....	569 31
Bourget.....	1,332 62	Campbellford.....	11,653 43
Bourkes.....	428 63	Campbellville.....	1,493 87
Bowmanville.....	14,191 54	Camp Borden.....	1,537 33
Bracebridge.....	13,167 82	Campden.....	261 51
Bradford.....	4,751 21	Canboro.....	822 99
Braeside.....	1,938 28	Cane.....	421 64
Brampton.....	25,547 23	Canfield.....	1,261 92
Branchton.....	692 48	Cannifton.....	364 49
Brantford.....	*154,527 68	Cannington.....	3,824 14
*Divided as follows:—		Canoto.....	204 00
Head Office.....	149,129 43	Capreol.....	3,875 05
Eagle's Nest.....	2,757 83	Cardinal.....	5,746 04
Farrington Hill.....	779 00	Cargill.....	1,403 12
Grand View.....	1,436 42	Carleton Place.....	19,329 24
Tutela.....	425 00	Carlingford.....	148 91
Brechin.....	1,873 57	Carlisle.....	792 29
Breslau.....	1,493 17	Carlsbad Springs.....	259 60
Brewer's Mills.....	255 69	Carlsruhe.....	235 46
Bridgeburg.....	23,759 28	Carp.....	2,753 31
Brigenorth.....	434 74	Carrying Place.....	851 88
Bridgeport.....	645 72	Cartier.....	986 22
Brigden.....	2,962 12	Casselman.....	2,926 93
Bright.....	1,666 00	Castleford.....	232 08
Brighton.....	6,415 65	Castleton.....	1,176 75
Brinston.....	1,418 53	Cataraqui.....	375 60
Britannia Bay.....	279 46	Cathcart.....	283 34
Britton.....	386 99	Cavan.....	397 65
Brockville.....	52,482 36	Cayuga.....	4,572 46
Bronte.....	1,726 73	Cedar Springs.....	352 98
Brooklin.....	2,139 58	Cedar Valley.....	252 50
Brougham.....	288 47	Cedarville.....	242 07
Brown's Brae.....	174 88	Centralia.....	969 11
Brownsville.....	1,207 55	Centreville.....	332 03
Brownton.....	583 10	Ceylon.....	624 52
Brucefield.....	801 03	Chalk River.....	1,086 24
Bruce Mines.....	2,615 43	Chapleau.....	8,630 56
Bruce Station.....	306 19	Charing Cross.....	350 41
Brudenell.....	225 50	Charlton.....	659 39
Brûlé Lake Station.....	384 41	Charlton Station.....	667 33
Brussels.....	5,174 56	Chatham.....	69,120 26
Burford.....	3,476 87	Chatsworth.....	2,637 99

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Chedoke.....	1,050 69	Craigmont.....	120 72
Chelmsford.....	1,762 29	Craigvale.....	331 27
Cheltenham.....	818 87	Crediton.....	1,778 99
Chepstow.....	547 71	Creemore.....	3,873 42
Cherry Valley.....	428 55	Creighton Mines.....	2,854 57
Chesley.....	9,318 74	Cresswell.....	356 62
Chesterville.....	5,970 60	Crookston.....	272 80
Chippawa.....	5,601 77	Crosby.....	287 01
Chiswick.....	206 44	Croton.....	596 67
Christy's Lake.....	110 67	Crysler.....	1,973 35
Churchill.....	761 55	Crystal Beach.....	3,715 17
Chute à Blondeau.....	349 10	Cumberland.....	811 87
City View.....	259 64	Cumming's Bridge.....	1,419 98
Clandeboyne.....	722 36	Curran.....	1,031 22
Claraday.....	1,293 17	Cutler.....	1,428 70
Claremont.....	1,573 84	Cyrville.....	795 65
Clarence.....	287 36	Dacre.....	572 15
Clarence Creek.....	1,237 47	Dalkeith.....	1,075 87
Clarendon Station.....	331 94	Dane.....	1,262 69
Clarke.....	623 12	Dartford.....	278 31
Clarksburg.....	2,549 04	Dashwood.....	1,590 91
Clarkson.....	1,633 99	Dayton.....	274 31
Clarkstown.....	1,488 85	Dean Lake.....	1,212 55
Clayton.....	372 88	Delaware.....	840 76
Clear Creek.....	358 37	Delhi.....	4,578 44
Clifford.....	2,763 73	Deloro.....	2,055 37
Clinton.....	9,896 58	Delta.....	1,530 37
Cloyne.....	435 42	Demorestville.....	446 51
Clute.....	321 05	Denbigh.....	489 80
Coatsworth Station.....	867 65	Denfield.....	1,138 61
Cobalt.....	28,615 07	Depot Harbour.....	1,693 87
Cobden.....	4,113 20	Desaulniers.....	310 07
Coboconk.....	1,508 59	Desbarats.....	1,076 67
Cobourg.....	27,813 07	Desboro.....	709 89
Cochrane.....	19,187 00	Deseronto.....	6,268 65
Codrington.....	371 75	Detlor.....	462 63
Coe Hill.....	1,415 31	Deux Rivières.....	715 32
Colbeck.....	51 04	Devlin.....	526 98
Colborne.....	5,367 45	Dickinson's Landing.....	308 14
Cold Springs.....	211 33	Dixie.....	504 88
Coldwater.....	5,065 49	Dobbinton.....	634 23
Colebrook.....	306 40	Doonville.....	423 20
Colgan.....	222 58	Donald.....	180 29
Collingwood.....	22,735 14	Doon.....	265 08
Collin's Bay.....	404 34	Dorchester Station.....	1,815 91
Columbus.....	393 11	Dorion.....	59 08
Comber.....	2,315 86	Dorion Station.....	471 32
Combermere.....	676 43	Dornoch.....	548 83
Conestogo.....	638 57	Dorset.....	1,214 38
Coniston.....	3,284 43	Douglas.....	1,849 79
Conn.....	433 53	Downeyville.....	478 29
Connaught Station.....	1,793 05	Downsview.....	283 82
Consecon.....	1,758 95	Drayton.....	4,198 25
Cookstown.....	3,620 38	Dresden.....	6,839 28
Cooksville.....	2,280 33	Dromore.....	234 18
Copetown.....	1,030 49	Drumbo.....	1,592 23
Copleston.....	115 86	Dryden.....	6,921 43
Copper Cliff.....	6,024 63	Duart.....	356 89
Corbeil.....	249 42	Dublin.....	1,535 45
Corbetton.....	964 44	Dunbar.....	201 83
Corbyville.....	1,316 75	Dunbarton.....	373 04
Cordova Mines.....	314 49	Duncan.....	135 88
Corinth.....	611 82	Dunchurch.....	515 77
Cornwall.....	34,841 26	Dundalk.....	5,610 85
Corunna.....	951 24	Dundas.....	16,303 64
Cottam.....	1,851 76	Dungannon.....	1,101 07
Courtland.....	1,439 39	Dunnville.....	26,891 31
Courtright.....	1,949 86	Dunrobin.....	326 85
Craighurst.....	603 27	Dunsford.....	494 79

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GROSS Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Duntroon.....	607 92	Flesherton.....	2,682 78
Dunvegan.....	612 75	Fletcher.....	574 58
Durham.....	7,145 99	Flint.....	156 18
Dutton.....	4,743 67	Flinton.....	706 99
Dwight.....	630 91	Floradale.....	277 25
Eagle River.....	832 00	Florence.....	1,506 10
Earlton.....	1,053 09	Flower Station.....	392 56
Easton's Corners.....	461 63	Foleyet.....	2,041 78
Eastview Centre.....	1,473 47	Folger Station.....	76 11
Eastwood.....	344 03	Fonthill.....	2,646 61
Eauclaire.....	493 31	Footes Bay.....	627 07
Eberts.....	608 72	Fordwich.....	1,938 38
Echo Bay.....	932 76	Forest.....	6,749 41
Echo Place.....	387 55	Forester's Falls.....	916 44
Edenvale.....	117 57	Formosa.....	885 75
Edgeley.....	155 32	Fort Erie.....	4,050 57
Edwards.....	316 64	Fort Francis.....	15,279 62
Eganville.....	5,875 53	Fort Stewart.....	345 14
Egbert.....	304 78	Fort William.....	*81,299 30
Eldorado.....	538 60	*Divided as follows:—	
Elgin.....	1,960 11	Head Office.....	72,582 41
Elginburg.....	260 08	Fort William Sub-Office No. 1.....	3,863 97
Elk Lake.....	2,850 43	Fort William West.....	4,852 92
Elmira.....	8,293 24	Fournier.....	858 40
Elmvale.....	3,763 03	Foxboro.....	727 97
Elmwood.....	1,527 89	Foxmead.....	302 22
Flora.....	6,480 33	Fox Point.....	356 12
Elphin.....	276 38	Frankford.....	3,520 26
Embro.....	2,766 17	Franklin.....	149 71
Embrun.....	1,727 33	Franktown.....	291 38
Emo.....	3,220 95	Frankville.....	391 64
Emsdale.....	1,459 82	Franz.....	792 75
Englehart.....	5,251 75	Fraserville.....	343 35
Enniskillen.....	450 48	Freelton.....	751 94
Ennismore.....	431 06	Freeman.....	1,848 74
Enterprise.....	1,763 69	Fruitland.....	729 45
Erieau.....	959 50	Fullarton.....	378 03
Erin.....	2,395 50	Galetta.....	899 60
Erindale.....	347 78	Gallingertown.....	195 38
Erinsville.....	356 27	Galt.....	69,848 12
Espanola.....	6,783 28	Gamebridge.....	769 00
Espanola Station.....	298 13	Gananoque.....	17,437 48
Essex.....	9,260 88	Garson.....	797 02
Ethel.....	994 08	Gelert.....	527 05
Eugenia.....	485 84	Genier.....	146 50
Everett.....	753 86	Georgetown.....	11,764 21
Everton.....	251 14	Gilford.....	489 45
Exeter.....	6,426 38	Gilmour.....	484 50
Fairbank.....	1,673 01	Giroux Lake.....	257 81
Fairfield East.....	171 72	Glamis.....	594 60
Fair Ground.....	287 30	Glanworth.....	740 78
Falding.....	203 89	Glasgow Station.....	457 09
Falkenburg Station.....	404 79	Glen Allan.....	296 05
Falls View.....	1,038 65	Glen Buell.....	8 87
Farran's Point.....	652 96	Glencairn.....	505 85
Fauquier.....	783 71	Glencee.....	5,628 51
Fenella.....	317 28	Glen Huron.....	163 61
Fenelon Falls.....	7,543 84	Glen Miller.....	219 81
Fenwick.....	1,924 19	Glen Morris.....	637 89
Fergus.....	13,968 19	Glen Robertson.....	1,139 49
Ferris.....	237 90	Glenroy.....	242 44
Fesserton.....	209 67	Glen Sandfield.....	399 01
Feversham.....	898 83	Glen Williams.....	802 77
Field.....	1,341 69	Goderich.....	18,644 15
Finch.....	2,631 94	Godfrey.....	476 32
Fingal.....	925 49	Gogama.....	1,441 06
Fisherville.....	1,029 06	Golden Lake.....	1,039 01
Fitzroy Harbour.....	461 60	Goldlands.....	187 75
Flanders.....	1,253 30	Gooderham.....	726 58

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Goodwood.....	672 76	Hastings.....	3,340 33
Gordon Bay.....	403 17	Havelock.....	4,413 48
Gore Bay.....	3,948 70	Hawkesbury.....	8,397 45
Gore's Landing.....	312 68	Hawkestone.....	1,262 60
Gormley.....	848 48	Hawkesville.....	169 19
Gorrie.....	1,991 75	Haysville.....	344 29
Goudreau.....	501 83	Hearst.....	3,285 33
Gowanstown.....	587 57	Heaslip.....	242 15
Gowganda.....	1,578 82	Heathcote.....	247 90
Grafton.....	1,487 08	Hensall.....	3,588 47
Grand Bend.....	702 02	Hepworth.....	1,387 94
Grand Valley.....	4,323 37	Heron Bay.....	225 86
Granton.....	1,527 17	Hespeler.....	12,562 26
Grassie.....	280 96	Hickson.....	1,172 03
Gravenhurst.....	8,521 36	Highgate.....	2,114 02
Greenbank.....	323 30	Highland Creek.....	406 08
Greenfield.....	976 42	Highland Grove.....	569 70
Greersville.....	579 64	Hilliardton.....	150 35
Green Valley.....	520 81	Hillier.....	650 86
Greenwood.....	355 23	Hillsburg.....	1,465 29
Gregoires Mills.....	285 59	Hillsdale.....	748 31
Grimsby.....	15,108 24	Hilton.....	459 94
Grimsby East.....	1,435 45	Hilton Beach.....	1,008 31
Guelph.....	*109,143 67	Holland Centre.....	703 22
*Divided as follows:—		Holland Landing.....	606 72
Head Office.....	108,149 17	Holstein.....	1,559 89
Guelph Sub-Office No. 1.....	994 50	Holyrood.....	449 32
Hagersville.....	7,047 59	Honeywood.....	499 47
Haileybury.....	12,957 85	Hopeville.....	322 01
Haley Station.....	415 06	Hornby.....	582 36
Haliburton.....	3,420 83	Hornepayne.....	2,183 29
Halloway.....	844 10	Horning's Mills.....	858 60
Hallville.....	287 26	Humber Bay.....	1,400 48
Hamilton.....	*606,980 09	Humberstone.....	2,556 80
*Divided as follows:—		Huntsville.....	13,683 11
Head Office.....	443,848 85	Hurdman's Bridge.....	1,048 24
Station B.....	59,977 11	Huttonsville.....	289 43
Sub-Office No. 2.....	2,976 18	Hybla.....	328 58
Sub-Office No. 3.....	7,130 25	Hyde Park Corner.....	675 87
Sub-Office No. 4.....	11,883 92	Hydro.....	310 80
Sub-Office No. 5.....	8,012 35	Hymers.....	500 39
Sub-Office No. 6.....	6,419 00	Hyndford.....	408 40
Sub-Office No. 7.....	674 00	Ice Lake.....	214 28
Sub-Office No. 8.....	13,409 93	Ida.....	346 50
Sub-Office No. 9.....	1,200 00	Ignace.....	1,729 61
Sub-Office No. 10.....	8,450 00	Ilderton.....	1,832 90
Sub-Office No. 11.....	882 00	Indian River.....	998 07
Sub-Office No. 12.....	19,281 06	Ingersoll.....	25,731 87
Sub-Office No. 14.....	5,707 00	Inglewood.....	1,734 15
Sub-Office No. 15.....	1,922 53	Inkerman.....	712 65
Hamilton Crown Point.....	9,202 90	Innerkip.....	1,105 44
Hamilton Homeside.....	3,499 00	Inverary.....	325 48
Hamilton Mount Hamilton.....	3,004 01	Inwood.....	1,741 62
Hamilton Beach.....	1,359 25	Iona Station.....	737 54
Hammond.....	1,014 19	Iron Bridge.....	1,219 98
Hampton.....	750 06	Iron Dale.....	142 62
Hanbury.....	119 34	Iroquois.....	5,303 25
Hanmer.....	571 06	Iroquois Falls.....	10,693 54
Hanover.....	15,372 72	Islington.....	3,003 71
Harley.....	485 05	Ivanhoe.....	485 92
Harold.....	425 21	Jackfish.....	660 47
Harrietsville.....	584 54	Jacksonboro.....	933 32
Harrington West.....	240 89	Jackson's Point.....	1,193 43
Harrison's Corners.....	328 89	Janetville.....	585 13
Harriston.....	10,573 74	Jarlsburg.....	273 55
Harrow.....	4,175 29	Jarratt.....	349 25
Harrowsmith.....	1,712 84	Jarvis.....	2,703 88
Hartington.....	533 38	Jasper.....	1,052 19
Harwood.....	405 61	Jerseyville.....	977 13

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GROSS Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Jessopville.....	388 16	Langstaff.....	335 94
Jogues.....	331 52	Langton.....	557 60
Jordan.....	1,581 67	Lansdowne.....	3,862 32
Jordan Harbour.....	669 52	Lansing.....	2,531 39
Jordan Station.....	962 54	Larchwood.....	232 34
Joyceville.....	272 24	Larder Lake.....	1,189 24
Kagawong.....	593 71	La Salette.....	563 21
Kakabeka Falls.....	966 97	Latchford.....	826 03
Kaladar Station.....	337 01	Latta.....	333 80
Kaministiquia.....	948 49	Laurel.....	643 09
Kapuskasing.....	4,924 76	Laurentian View.....	391 64
Kars.....	638 76	La Vallée.....	779 72
Katrine Station.....	305 19	Lavant Station.....	551 55
Kearney.....	1,310 27	Lavigne.....	117 95
Keene.....	1,329 33	Lawrence Station.....	412 58
Keewatin.....	4,797 88	Leamington.....	17,845 86
Kemble.....	786 98	Leeburn.....	164 78
Kemptville.....	7,340 45	Lefavre.....	646 03
Kenabek.....	337 77	Lefroy.....	1,121 16
Kendal.....	463 91	Lemieux.....	221 09
Kenilworth.....	1,145 55	Leonard.....	496 83
Kenmore.....	672 93	Levack.....	899 32
Kenora.....	22,727 54	Lime House.....	214 31
Kent Bridge.....	373 20	Lindsay.....	35,002 47
Kerrwood.....	1,323 36	Linwood.....	1,655 36
Keswick.....	1,186 01	Lion's Head.....	1,936 11
Kettleby.....	477 99	Lisle.....	823 28
Killbride.....	184 75	Listowel.....	14,298 10
Killaloe Station.....	2,588 04	Little Britain.....	1,363 45
Killarney.....	618 73	Little Current.....	5,340 16
Kilsyth.....	238 23	Lloydtown.....	454 88
Kilworthy.....	588 31	Lochlin.....	385 17
Kimberley.....	430 39	Locust Hill.....	585 47
Kinburn.....	1,657 46	Loiselleville.....	494 76
Kincardine.....	13,087 48	Londesborough.....	2,301 50
King.....	1,857 72	London.....	*503,840 93
Kingsmill.....	444 91	*Divided as follows:—	
Kingston.....	*119,790 11	Head Office.....	450,483 67
*Divided as follows:—		Sub-Office No. 1.....	418 13
Head Office.....	108,766 57	Sub-Office No. 2.....	1,380 07
Sub-Office No. 1.....	9,252 79	Sub-Office No. 3.....	8,769 15
Sub-Office No. 2.....	977 35	Sub-Office No. 4.....	8,111 18
Kingston, Bath Road.....	506 00	Sub-Office No. 5.....	1,515 00
Kingston, Kingston Station.....	287 40	Sub-Office No. 6.....	310 00
Kingsville.....	10,619 09	Sub-Office No. 7.....	836 00
Kinmount.....	1,895 48	Sub-Office No. 8.....	11,859 74
Kintore.....	492 91	Sub-Office No. 9.....	734 00
Kipling.....	270 17	Sub-Office No. 10.....	4,796 00
Kippen.....	612 27	Ealing.....	5,293 53
Kirkfield.....	1,729 81	Kensington Heights.....	157 00
Kirkland Lake.....	9,258 36	London South.....	3,942 11
Kirkton.....	1,226 34	London West.....	842 96
Kitchener.....	110,728 10	St. James Park.....	3,861 39
Kleinburg.....	417 90	Tambling's Corners.....	531 00
Klock.....	190 23	Long Bay.....	103 02
Komoka.....	1,110 67	Long Branch.....	4,252 70
Krugersdorf.....	299 09	Longford Mills.....	1,109 63
Lafontaine.....	418 81	Longlac.....	1,646 70
Lakefield.....	4,639 62	Longwood.....	227 95
Lakeport.....	641 85	Lonsdale.....	338 92
Lakeside.....	724 60	Loretto.....	219 17
Lakeview Beach.....	666 76	L'Original.....	2,215 63
Lakeview Park.....	192 12	Loring.....	741 26
L'Amable.....	95 58	Lorneville.....	852 92
Lambeth.....	1,561 69	Lowbanks.....	617 88
Lambton Mills.....	1,338 68	Lucan.....	3,527 69
Lanark.....	3,472 63	Lucknow.....	6,874 78
Lancaster.....	2,699 22	Lunenburg.....	392 54
Lang.....	219 94	Lyn.....	1,322 09

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Lynden.....	1,427 63	Mimico Beach.....	5,635 84
Lyndhurst.....	1,475 27	Minaki.....	1,366 87
Lynedoch.....	378 74	Mindemoya.....	891 73
McAlpine.....	348 59	Minden.....	1,924 72
McDonald's Corners.....	422 87	Minesing.....	534 27
McGregor.....	357 70	Minett.....	845 64
McKellar.....	569 09	Minnitaki.....	235 81
Maberly.....	886 79	Missanabie.....	432 30
MacFarlane.....	789 68	Mitchell.....	9,172 78
MacLennan.....	482 09	Moffatt.....	500 05
MacTier.....	1,360 43	Moirra.....	199 55
Madawaska.....	1,683 23	Moekland Station.....	1,170 67
Madoc.....	6,557 18	Mond.....	350 89
Magnetawan.....	1,876 36	Monkton.....	1,913 21
Maidstone.....	797 82	Mono Mills.....	348 15
Maitland.....	418 02	Mono Road Station.....	1,266 81
Mallorytown.....	2,012 43	Monteith.....	1,739 43
Malton.....	933 51	Monticello.....	171 77
Manchester.....	238 37	Montreal River.....	208 13
Mandamin.....	593 08	Moonbeam.....	659 15
Manilla.....	497 74	Moorefield.....	1,729 51
Manitowaning.....	2,149 96	Mooretown.....	1,223 00
Manotick.....	1,097 08	Moor Lake Station.....	197 75
Mansfield.....	719 23	Moose Creek.....	2,244 26
Maple.....	1,573 44	Morewood.....	955 18
Maple Lake Station.....	266 81	Morganston.....	301 98
Maple Valley.....	236 63	Morpeth.....	1,008 13
Markdale.....	6,544 70	Morrisburg.....	7,831 08
Markham.....	3,466 01	Morrison.....	515 63
Markstay.....	640 93	Morton.....	256 13
Marlbank.....	1,087 53	Moscow.....	648 94
Marmion.....	137 16	Mossley.....	482 28
Marmora.....	3,688 62	Moulinette.....	547 35
Martintown.....	1,821 08	Mountain.....	1,916 30
Marysville.....	365 53	Mountain Grove.....	668 68
Massey Station.....	3,060 91	Mount Albert.....	1,781 95
Matheson Station.....	3,683 14	Mount Brydges.....	2,195 09
Mattagami Heights.....	583 41	Mount Elgin.....	810 37
Mattawa.....	4,878 24	Mount Forest.....	10,034 12
Maxville.....	4,065 52	Mount Joy.....	551 09
Maxwell.....	400 86	Mount Pleasant.....	580 38
Maynooth.....	1,122 68	Mount St. Patrick.....	316 94
Maynooth Station.....	323 13	Mowat.....	519 29
Meadowdale.....	621 33	Muir Kirk.....	1,189 26
Meaford.....	10,995 77	Muncey.....	582 61
Melmacdon.....	336 60	Murillo.....	793 19
Melbourne.....	1,460 48	Myrtle Station.....	938 06
Merlin.....	3,656 82	Nairn Centre.....	945 34
Merrickville.....	4,542 00	Nanticoke.....	577 54
Merriton.....	5,786 90	Napanee.....	20,228 04
Metcalfe.....	1,315 52	Nashville.....	267 69
Michipicoten Harbour.....	137 61	Navan.....	993 21
Michipicoten River.....	177 43	Nesterville.....	1,087 80
Middleville.....	436 08	Nestleton Station.....	871 95
Midhurst.....	425 95	Neustadt.....	1,953 95
Midland.....	23,473 98	Newboro.....	1,361 18
Milberta.....	196 50	Newburgh.....	1,670 16
Mildmay.....	3,078 36	Newbury.....	1,614 55
Milford.....	454 44	Newcastle.....	2,230 44
Millbank.....	909 11	New Dundee.....	1,037 33
Millbridge.....	240 55	New Germany.....	179 77
Millbrook.....	3,582 15	New Hamburg.....	5,777 94
Mille Roches.....	2,465 17	Newington.....	1,239 95
Mill Grove.....	354 51	New Liskeard.....	17,230 37
Milliken.....	540 76	New Lowell.....	1,115 55
Milnet.....	2,079 47	Newmarket.....	17,271 38
Milton West.....	10,665 67	Newton.....	680 32
Milverton.....	6,406 22	Newton Brook.....	510 23
Mimico.....	5,966 34	Newton Robinson.....	258 58

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
New Toronto.....	10,388 21	Sub-Office No. 17.....	5,197 00
Niagara Falls.....	*108,886 73	Sub-Office No. 18.....	377 00
*Divided as follows:—		Sub-Office No. 20.....	4,942 27
Head Office.....	84,802 57	Bank Street.....	40,462 93
Niagara Falls Centre.....	14,712 66	Bayswater.....	551 00
Niagara Falls South.....	9,371 50	Glebe.....	10,707 87
Niagara-on-the-Lake.....	5,514 67	Lintonburg.....	4,599 75
Nicholson Siding.....	1,881 01	Le Breton Flats.....	8,690 11
Nipissing.....	2,960 84	Militia and Defence Casualty Branch.....	
Nipissing.....	546 14	Mount Sherwood.....	1,211 24
Nobel.....	162 35	Naval Service.....	
Nobelton.....	382 79	New Edinburgh.....	4,998 77
Noelville.....	783 90	Ottawa East.....	3,614 11
Norland.....	530 69	Ottawa South.....	6,598 08
Norman.....	1,081 32	Ottawa Stewarton.....	14,229 87
North Augusta.....	1,534 31	Ottawa West.....	969 62
North Bay.....	50,517 39	Otter Lake Station.....	340 69
North Brook.....	672 47	Otterville.....	2,543 09
North Bruce.....	403 00	Overbrook.....	536 98
North Cobalt.....	1,352 30	Owen Sound.....	*53,538 72
Northfield Station.....	821 68	*Divided as follows:—	
North Gower.....	1,583 14	Head Office.....	53,181 77
North Lancaster.....	404 18	Brookholm.....	356 95
North Pines.....	187 76	Oxdrift.....	720 52
Northwood.....	1,028 50	Oxford Centre.....	133 13
Norval.....	1,236 31	Oxford Mills.....	643 33
Norwich.....	7,676 53	Oxford Station.....	590 01
Norwood.....	4,232 67	Paincourt.....	536 91
Notre Dame du Lac.....	72 27	Paisley.....	4,835 94
Nottawa.....	666 56	Pakenham.....	2,222 27
Novar.....	753 76	Palermo.....	477 90
Oakland.....	246 04	Palgrave.....	546 65
Oakville.....	16,287 36	Palmer Rapids.....	324 24
Oakwood.....	1,338 46	Palmerston.....	6,979 54
Oba.....	448 88	Parham.....	741 06
Odessa.....	1,537 86	Paris.....	21,092 06
Ohswéken.....	353 78	Paris Station.....	1,545 02
Oil City.....	368 03	Parkhill.....	6,510 29
Oil Springs.....	1,993 80	Parry Harbour.....	260 31
Omersee.....	2,652 22	Parry Sound.....	15,453 08
Ompah.....	210 68	Pearson.....	138 91
Onondaga.....	261 93	Pefferlaw.....	860 85
Orangeville.....	10,984 02	Pelee Island.....	551 12
Orillia.....	44,523 15	Pembroke.....	32,698 72
Orleans.....	361 95	Pendleton.....	688 38
Ormond.....	305 49	Penetanguishene.....	8,713 63
Orono.....	3,199 83	Perkinsfield.....	178 12
Oro Station.....	543 79	Perry Station.....	169 31
Orrville.....	728 39	Perth.....	28,162 63
Orton.....	884 38	Perth Road.....	323 71
Osgoode Station.....	1,907 19	Petawawa.....	419 51
Oshawa.....	*73,329 69	Petawawa Military Camp.....	392 83
*Divided as follows:—		Peterboro.....	108,566 02
Head Office.....	68,917 47	Petersburg.....	860 71
Cedar Dale.....	2,204 69	Petite Côte.....	784 64
South Oshawa.....	2,207 53	Petrolia.....	13,429 30
Osnabrock Centre.....	330 83	Phelpston.....	706 51
Ottawa.....	*583,217 52	Phillipsville.....	426 55
*Divided as follows:—		Pickering.....	2,351 66
Head Office.....	439,396 19	Picton.....	17,559 08
Sub-Office No. 2.....	2,662 30	Pine.....	544 38
Sub-Office No. 3.....	2,265 00	Pinewood.....	577 20
Sub-Office No. 4.....	8,812 65	Pinkerton.....	386 45
Sub-Office No. 5.....	2,126 09	Plainville.....	249 17
Sub-Office No. 6.....	9,129 90	Plantagenet.....	2,628 32
Sub-Office No. 7.....	5,903 00	Plantagenet Springs.....	243 88
Sub-Office No. 10.....	4,461 95	Plattsville.....	2,076 96
Sub-Office No. 15.....	1,947 44	Plevna.....	425 69
Sub-Office No. 16.....	333 00		

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Point Anne.....	636 26	Roblin.....	544 32
Pointe aux Roches.....	2,341 78	Roche's Point.....	707 04
Point Edward.....	1,793 34	Rockingham.....	204 03
Pontypool.....	1,483 24	Rockland.....	3,037 33
Poplar.....	164 53	Rocklyn.....	315 35
Porquis Junction.....	905 81	Rockport.....	371 38
Port Arthur.....	*62,388 86	Rock Springs.....	243 75
*Divided as follows:—		Rockton.....	266 85
Head Office.....	58,047 48	Rockwood.....	2,836 49
Sub-Office No. 3.....	3,682 95	Rodney.....	4,004 07
Sub-Office No. 4.....	362 80	Rose Corner.....	230 50
Sub-Office No. 5.....	295 63	Rosemont.....	284 42
Port Burwell.....	3,245 64	Roseneath.....	895 37
Port Carling.....	3,206 40	Roslin.....	430 52
Port Colborne.....	17,861 04	Rosseau.....	2,075 87
Port Credit.....	5,428 24	Rossmore.....	523 81
Port Dalhousie.....	3,189 75	Rosspoint.....	536 88
Port Dover.....	8,785 58	Rothsay.....	359 88
Port Elgin.....	6,592 28	Ruby.....	178 89
Port Hope.....	20,896 24	Ruel.....	875 25
Port Lambton.....	1,356 91	Ruscom Station.....	364 41
Portland.....	1,477 43	Russell.....	3,258 09
Port McNicoll.....	2,340 38	Rutherglen.....	567 23
Port Maitland.....	473 18	Ruthven.....	2,814 27
Port Nelson.....	1,027 95	Rydal Bank.....	471 19
Port Perry.....	5,943 00	Ryland.....	101 43
Port Robinson.....	1,344 59	Ste. Agatha.....	384 87
Port Rowan.....	3,687 86	St. Albert.....	272 09
Portsmouth.....	1,859 73	St. Amour.....	406 35
Port Stanley.....	3,164 23	St. Andrew's West.....	363 76
Port Stanton.....	782 59	St. Anne de Prescott.....	512 93
Port Sydney.....	1,064 88	St. Ann's.....	586 17
Port Whitby.....	746 48	St. Catharines.....	93,939 83
Powassan.....	5,508 75	St. Charles.....	562 75
Prescott.....	12,572 37	St. Clements.....	783 57
Preston.....	23,946 87	St. Columban.....	440 33
Priceville.....	1,045 04	St. David's.....	1,343 26
Princeton.....	1,855 79	St. Eugene.....	1,895 22
Proton Station.....	1,101 63	St. George Brant.....	2,544 47
Providence Bay.....	591 80	St. Isidore de Prescott.....	1,154 92
Pulp Siding.....	669 30	St. Jacob's.....	1,515 17
Puslinch.....	889 08	St. Joachim River Ruscom.....	531 83
Queensborough.....	844 30	St. Mary's.....	18,806 73
Queenston.....	2,279 65	St. Onge.....	1,136 00
Queensville.....	689 84	St. Paschal Baylon.....	183 06
Rainy Lake.....	395 03	St. Paul's Station.....	398 24
Rainy River.....	4,641 59	St. Raphael West.....	404 94
Ramore.....	934 80	St. Thomas.....	66,518 40
Ramsayville.....	297 14	St. Williams.....	1,609 53
Rathburn.....	199 74	Sand Point.....	266 34
Ravenna.....	720 31	Sanitarium.....	2,465 49
Ravenshoe.....	208 90	Sarnia.....	65,544 31
Reaboro.....	353 60	Sarsfield.....	755 46
Read.....	250 45	Sault Ste. Marie.....	*77,419 80
Rednersville.....	255 64	*Divided as follows:—	
Renfrew.....	26,988 08	Head Office.....	57,599 70
Riceville.....	391 21	Sub-Office No. 1.....	6,852 71
Richard's Landing.....	1,598 53	Sub-Office No. 2.....	3,455 08
Richmond.....	1,774 38	Sub-Office No. 3.....	789 00
Richmond Hill.....	4,730 40	Sault Ste. Marie West.....	5,544 94
Richwood.....	343 56	Sault Ship Canal.....	1,160 70
Rideau Ferry.....	198 29	Steelton West.....	2,017 67
Ridgetown.....	8,517 60	Scarborough.....	1,157 95
Ridgville.....	1,856 82	Scarborough Bluffs.....	485 08
Ridgeway.....	4,286 61	Scarborough Junction.....	797 80
Ripley.....	3,767 84	Schomberg.....	2,562 33
Riverside Drive.....	123 54	Schreiber.....	4,485 18
River Valley.....	425 32	Schumacher.....	6,860 09
Riverview.....	285 91	Scotland.....	2,003 82

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GROSS Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Scudder.....	440 24	Stayner.....	4,927 09
Seaforth.....	10,561 76	Stella.....	937 99
Seagrave.....	578 12	Stevensville.....	1,652 04
Seachmont.....	751 31	Stirling.....	4,889 27
Sebright.....	418 36	Stittsville.....	1,470 50
Sebringville.....	1,150 59	Stobie Mine.....	5 29
Seely's Bay.....	962 25	Stoco.....	258 50
Seguin Falls.....	431 18	Stokes Bay.....	126 62
Selby.....	375 19	Stonercliffe.....	455 31
Selkirk.....	2,507 38	Stony Point.....	674 65
Sellwood.....	683 48	Stouffville.....	4,976 25
Seyern Bridge.....	1,171 99	Stratfordville.....	979 02
Shakespeare.....	797 40	Stratford.....	62,680 10
Shallow Lake.....	790 40	Stratford Station.....	10,627 06
Shannonville.....	1,055 27	Strathroy.....	12,182 60
Shanty Bay.....	828 23	Stratton.....	1,047 28
Sharbot Lake.....	2,099 66	Streetsville.....	3,142 07
Sharon.....	253 42	Stroud.....	753 30
Sharp Corners.....	231 62	Sturgeon Falls.....	11,106 90
Shedden.....	1,095 87	Sudbury.....	54,751 82
Sheffield.....	233 13	Sulphide.....	586 61
Shequindah.....	472 47	Summerstown.....	257 66
Shelburne.....	7,249 08	Summerstown Station.....	377 29
Sherkston.....	924 21	Sunbury.....	196 21
Shillington.....	333 13	Sunderland.....	2,852 72
Shining Tree.....	382 04	Sundridge.....	2,737 17
Sillsville.....	525 22	Sutton West.....	3,575 50
Silver Centre.....	1,337 81	Swastika.....	3,124 87
Silverdale Station.....	280 32	Sydenham.....	2,228 67
Silver Water.....	448 08	Tamworth.....	2,230 11
Simcoe.....	23,034 99	Tara.....	3,366 10
Singhampton.....	756 05	Tavistock.....	4,274 39
Sioux Lookout.....	6,050 05	Tecumseh.....	1,530 89
Sleeman.....	481 89	Teeswater.....	5,560 37
Smithdale.....	80 97	Tehkumamah.....	369 03
Smithfield.....	432 70	Terra Cotta.....	502 70
Smith's Falls.....	28,514 84	Terra Nova.....	189 56
Smithville.....	3,550 94	Thamesford.....	2,009 17
Smoky Falls.....	296 89	Thamesville.....	4,441 80
Smooth Rock Falls.....	2,495 46	Thedford.....	3,158 24
Snelgrove.....	265 47	Thessalon.....	6,018 06
Sombra.....	1,421 40	Thomasburg.....	486 16
Sonya.....	343 18	Thornbury.....	3,520 50
Southampton.....	5,023 69	Thorndale.....	2,161 77
South Cayuga.....	352 50	Thornhill.....	1,275 44
South End.....	1,022 79	Thornloe.....	973 16
South Indian.....	814 35	Thornton.....	1,400 63
South March.....	451 47	Thorold.....	15,690 71
South Monaghan.....	274 21	Tichborne.....	560 97
South Mountain.....	1,469 30	Tilbury.....	5,792 94
South Porcupine.....	10,078 44	Tilsonburg.....	14,999 56
South River.....	2,933 58	Timagami.....	1,118 52
Southwold Station.....	394 82	Timmins.....	34,225 73
South Woodslee.....	1,650 04	Tineap.....	208 72
Spanish.....	1,235 80	Tiverton.....	1,585 86
Sparrow Lake.....	371 72	Tobermory.....	572 06
Sparta.....	805 23	Toledo.....	658 39
Spencerville.....	2,981 34	Tomstown.....	265 58
Sprague.....	1,144 07	Toronto.....	6,104,783 78
Spring Bay.....	324 18	*Divided as follows:—	
Spring Brook.....	525 92	Head Office.....	2,742,301 98
Springfield.....	2,127 40	Postal Terminal A.....	296,104 20
Springford.....	502 34	Postal Station B.....	153,827 82
Sprucedale.....	2,365 15	Postal Station C.....	27,461 79
Stackpool.....	415 34	Postal Station D.....	79,873 60
Staffa.....	364 16	Postal Station E.....	52,588 97
Stamford.....	462 75	Postal Station F.....	135,390 94
Stanley.....	299 10	Postal Station G.....	75,519 91
Staples.....	353 31	Postal Station H.....	9,067 06

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ONTARIO—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Postal Station J.....	31,111 99	Sub-Office No. 73.....	552 98
Postal Station K.....	19,110 21	Sub-Office No. 74.....	1,185 81
Postal Station L.....	25,556 80	Sub-Office No. 77.....	150 00
Sub-Office No. 1.....	9,075 90	Sub-Office No. 79.....	8,160 77
Sub-Office No. 2.....	4,593 94	Sub-Office No. 90.....	1,341 14
Sub-Office No. 3.....	9,648 15	Sub-Office No. 91.....	131 74
Sub-Office No. 4.....	1,649 20	Sub-Office No. 102.....	18,146 59
Sub-Office No. 5.....	3,126 36	Sub-Office No. 103.....	15,402 63
Sub-Office No. 6.....	4,634 58	Sub-Office No. 104.....	5,041 40
Sub-Office No. 7.....	5,259 48	Sub-Office No. 105.....	611 46
Sub-Office No. 8.....	535 43	Sub-Office No. 106.....	3,345 18
Sub-Office No. 9.....	3,260 99	Sub-Office No. 107.....	2,136 63
Sub-Office No. 10.....	1,544 49	Sub-Office No. 108.....	3,316 73
Sub-Office No. 11.....	8,218 12	Sub-Office No. 110.....	4,328 06
Sub-Office No. 12.....	1,198 10	Sub-Office No. 111.....	26,995 51
Sub-Office No. 13.....	1,359 88	Sub-Office No. 116.....	214,413 00
Sub-Office No. 14.....	5,677 11	Sub-Office No. 116A.....	681,482 22
Sub-Office No. 15.....	2,095 85	Sub-Office No. 117.....	9,051 75
Sub-Office No. 16.....	25,406 83	Sub-Office No. 118.....	9,415 19
Sub-Office No. 17.....	3,616 72	Sub-Office No. 122.....	49,929 27
Sub-Office No. 18.....	14,143 76	Sub-Office No. 125.....	298,424 01
Sub-Office No. 19.....	13,214 63	Sub-Office No. 140.....	8,599 56
Sub-Office No. 20.....	7,217 42	Sub-Office No. 141.....	8,315 68
Sub-Office No. 21.....	25,482 00	Sub-Office No. 148.....	3,551 20
Sub-Office No. 22.....	13,584 83	Sub-Office No. 157.....	3,337 34
Sub-Office No. 24.....	9,951 54	Sub-Office No. 167.....	25,102 63
Sub-Office No. 25.....	19,265 53	Sub-Office X.....	1,690 47
Sub-Office No. 26.....	3,564 09	Balmy Beach.....	6,540 47
Sub-Office No. 27.....	8,928 30	Bathurst Street.....	24,689 42
Sub-Office No. 28.....	4,398 20	Bedford Park.....	3,219 99
Sub-Office No. 29.....	15,129 19	Bleecker Street.....	7,480 00
Sub-Office No. 30.....	1,556 26	Bloor Street.....	14,030 71
Sub-Office No. 31.....	27,644 43	Broadview Avenue.....	8,712 71
Sub-Office No. 33.....	10,736 83	Brockton.....	8,661 24
Sub-Office No. 34.....	13,888 51	Carlton Street.....	19,205 93
Sub-Office No. 35.....	770 02	Clinton Street.....	15,035 28
Sub-Office No. 36.....	6,696 27	Coleman.....	7,081 73
Sub-Office No. 37.....	9,038 91	Davisville.....	5,343 67
Sub-Office No. 38.....	8,906 48	Deer Park.....	15,005 99
Sub-Office No. 39.....	6,782 03	Dundas Street.....	8,199 75
Sub-Office No. 40.....	10,530 50	Earlscourt.....	2,360 84
Sub-Office No. 42.....	7,465 03	Lee Avenue.....	10,067 86
Sub-Office No. 43.....	7,664 23	Mount Dennis.....	28,258 17
Sub-Office No. 44.....	7,182 98	Pape Avenue.....	17,200 18
Sub-Office No. 45.....	9,006 81	Parkdale.....	13,105 03
Sub-Office No. 46.....	46,048 19	Peter Street.....	133,883 33
Sub-Office No. 47.....	1,751 20	Queen Street East.....	16,320 71
Sub-Office No. 48.....	14,661 96	Rusholme Road.....	16,239 09
Sub-Office No. 49.....	4,468 70	St. Joseph Street.....	11,279 57
Sub-Office No. 50.....	31,398 10	Spadina Avenue.....	54,447 55
Sub-Office No. 51.....	20,158 98	Swansea.....	1,901 57
Sub-Office No. 52.....	9,278 82	Todmorden.....	1,544 02
Sub-Office No. 53.....	2,601 30	Wychwood Park.....	5,765 11
Sub-Office No. 54.....	8,494 93	Torrance.....	583 21
Sub-Office No. 55.....	12,671 16	Tory Hill.....	688 09
Sub-Office No. 56.....	589 05	Tottenham.....	3,271 45
Sub-Office No. 57.....	1,427 07	Trenton.....	19,840 00
Sub-Office No. 58.....	12,869 01	Trout Creek.....	1,558 86
Sub-Office No. 59.....	12,296 28	Trout Mills.....	275 26
Sub-Office No. 60.....	1,338 81	Trowbridge.....	131 31
Sub-Office No. 61.....	2,320 18	Troy.....	218 40
Sub-Office No. 62.....	8,979 22	Tupperville.....	779 53
Sub-Office No. 63.....	23,974 08	Turbine.....	236 61
Sub-Office No. 64.....	3,713 69	Turriti.....	245 90
Sub-Office No. 66.....	10,851 90	Tweed.....	6,833 76
Sub-Office No. 69.....	4,218 92	Tyrone.....	329 34
Sub-Office No. 70.....	6,703 32	Udney.....	325 19
Sub-Office No. 71.....	1,032 81	Uffington.....	269 44
Sub-Office No. 72.....	1,302 14	Union.....	441 00

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Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF ONTARIO—Concluded

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Unionville.....	1,751 21	West Hill.....	985 85
Uno Park.....	301 26	West Huntingdon.....	405 37
Uphill.....	144 63	West Lorne.....	4,379 14
Uptergrove.....	328 72	Westmeath.....	1,320 74
Utopia.....	268 57	West Montrose.....	467 70
Utterson.....	1,062 43	Weston.....	19,025 85
Uxbridge.....	8,807 81	Westport.....	3,279 98
Val Gagné.....	608 86	Westwood.....	252 58
Vandorf.....	112 87	Wheatley.....	3,549 60
Vanessa.....	678 44	Whitby.....	13,608 46
Vankleek Hill.....	6,341 06	White Church.....	414 19
Varna.....	703 36	Whitefish.....	625 50
Varney.....	482 18	White Lake.....	406 88
Vars.....	993 13	White River.....	1,595 48
Vasey.....	280 07	Whitevale.....	433 53
Ventnor.....	273 86	Whitney.....	1,333 19
Verner.....	2,488 58	Wiarton.....	8,984 18
Vernon.....	810 32	Widdifield Station.....	309 17
Vernonville.....	256 23	Wilberforce.....	581 57
Verona.....	1,549 35	Wilkesport.....	246 44
Victoria Harbour.....	2,969 69	Williamsburg.....	1,697 72
Victoria Mines.....	164 95	Williamsford.....	380 96
Victoria Road.....	645 66	Williamstown.....	1,819 14
Vienna.....	762 87	Wino.....	668 54
Vineland.....	2,798 94	Wilsonville.....	452 99
Vineland Station.....	1,411 75	Wilton.....	285 75
Vinemount.....	388 91	Wilton Grove.....	742 68
Virginia.....	349 54	Winchester.....	7,651 64
Vittoria.....	1,191 91	Winchester Springs.....	377 86
Wabigoon.....	565 55	Windermere.....	1,243 91
Wahnapiatae.....	273 49	Windham Centre.....	434 67
Wainfleet.....	1,247 04	Windsor.....	*327,917 73
Waldemar.....	375 43	*Divided as follows:—	
Waldhof.....	328 16	Head Office.....	222,951 95
Wales.....	1,770 46	Sandwich Postal Station.....	7,383 32
Walford Station.....	516 10	Walkerville Postal Station.....	70,572 87
Walkerton.....	11,761 29	Windsor Sub-Office No. 1.....	10,331 88
Walkers.....	449 61	Windsor Sub-Office No. 2.....	9,508 43
Wallaceburg.....	13,703 97	Ford Sub. Post Office.....	5,677 00
Wallacetown.....	869 28	Ford Sub-Office No. 2.....	1,492 28
Wallenstein.....	524 89	Wingham.....	12,194 33
Walsingham.....	612 76	Winona.....	6,885 58
Walter's Falls.....	500 41	Wito.....	228 74
Walton.....	1,078 03	Wolfe.....	72 30
Wanstead.....	830 69	Wolfe Island.....	1,795 27
Wardsville.....	1,072 23	Woodbridge.....	2,541 64
Warkworth.....	2,238 84	Woodford.....	400 41
Warren.....	1,870 80	Woodham.....	429 06
Warsaw.....	700 95	Woodlawn.....	506 38
Warwick.....	263 76	Woodrous.....	224 22
Washago.....	1,365 24	Woodstock.....	57,803 85
Waterdown.....	2,127 87	Woodville.....	2,797 97
Waterford.....	6,982 79	Wooler.....	712 66
Waterloo.....	34,976 63	Worthington.....	1,052 44
Watford.....	6,628 91	Wroxeter.....	2,300 59
Watson's Corners.....	178 06	Wyebriidge.....	420 05
Waubashene.....	2,110 64	Wyevalc.....	550 25
Wawbewawa.....	257 45	Wyoming.....	3,166 90
Webbwood.....	1,812 66	Yarker.....	1,076 30
Welland.....	46,771 91	York.....	1,403 80
Welland Port.....	1,307 32	Young's Point.....	476 08
Wellesley.....	2,114 47	Zephyr.....	799 79
Wellington.....	3,510 60	Zurich.....	2,475 70
Wemyss.....	250 96	Non-Accounting Post Offices.....	162,317 09
Wendover.....	375 21		13,355,973 76
Westboro.....	4,601 37	LESS—Value of Postage Stamps affixed to Postal Notes.....	14,755 90
Westbrook.....	204 80		13,341,217 86
West Gravenhurst.....	304 97		
West Hamilton.....	872 51		

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Gross Postal Revenue of Accounting Offices—*Continued*

PROVINCE OF QUEBEC

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Abbotsford.....	1,232 41	Bolduc.....	1,096 48
Abercorn.....	824 64	Bolton Centre.....	642 65
Abord à Plouffe.....	453 78	Bonaventure.....	1,623 96
Acton Vale.....	3,742 65	Bonaventure East.....	231 58
Adamsville.....	700 90	Bon Conseil.....	640 42
Adstock.....	510 38	Bondville.....	272 67
Albanel.....	953 66	Boucherville.....	1,062 69
Amos.....	8,644 02	Bouchette.....	698 33
Amqui.....	5,431 49	Breakeyville.....	1,075 73
Ancienne Lorette.....	558 28	Brebeuf.....	258 36
Ange Gardien.....	451 53	Brigham.....	686 56
Ange Gardien de Rouville.....	685 28	Bristol.....	552 16
Angers.....	369 71	Brome.....	893 59
Anse au Griffon.....	334 74	Bromtonville.....	2,858 18
Armagh.....	1,425 00	Brosseau Station.....	91 91
Armand.....	451 66	Broughton Station.....	434 68
Arthabaska.....	3,900 43	Brownsburg.....	3,106 73
Arundel.....	1,353 74	Brunet.....	119 42
Asbestos.....	5,284 58	Bryson.....	1,221 97
Ascot Corner.....	492 15	Buckingham.....	8,568 29
Aston Junction.....	608 72	Buckland.....	496 21
Athelstan.....	948 82	Bulwer.....	733 14
Aubrey.....	328 12	Bury.....	2,743 00
Audet.....	237 64	Cabano.....	3,561 70
Aurigny.....	128 83	Cacouna.....	1,589 81
Authier.....	496 54	Calumet.....	1,549 65
Avoca.....	241 72	Calumet Island.....	406 86
Ayers Cliff.....	3,266 71	Campbell's Bay.....	3,122 49
Aylmer East.....	3,917 82	Cap à l'Aigle.....	521 47
Aylwin.....	213 36	Cap Chat.....	1,187 94
Bagotville.....	3,189 07	Cap des Rosiers.....	431 92
Baie Ste. Claire.....	35 18	Cape Cove.....	639 90
Baie St. Paul.....	3,447 05	Capelton.....	299 05
Baillargeon.....	404 07	Caplin River.....	458 54
Barachois de Malbaie.....	1,076 00	Cap Magdeleine.....	4,612 66
Barnston.....	420 70	Cap St. Ignace.....	2,164 19
Barraute.....	1,078 18	Cap Santé.....	671 31
Batiscan.....	1,107 47	Carillon.....	401 66
Bearn.....	420 36	Carleton.....	777 16
Beauce Junction.....	1,283 52	Carleton Centre.....	585 60
Beauceville Est.....	5,362 21	Carrier.....	87 63
Beauceville Ouest.....	1,967 06	Cascade.....	387 13
Beauharnois.....	4,747 08	Cascade Point.....	391 47
Beauport.....	1,266 02	Caughnawaga.....	1,328 17
Beaupré.....	456 50	Causapscal.....	1,410 23
Beaurivage.....	770 25	Causapscal Station.....	1,426 86
Becancour.....	837 09	Cedars (Les Cèdres).....	1,572 24
Bedford.....	4,569 73	Chaleurs.....	429 72
Beebe.....	3,471 19	Chambly.....	2,728 32
Beech Grove.....	288 16	Chambly Canton.....	1,888 11
Belleau.....	652 21	Chambord.....	868 27
Bellerive.....	1,478 39	Chambord Junction.....	661 83
Bellerive Station.....	349 60	Champlain.....	1,222 61
Beloeil Station.....	669 69	Chandler.....	4,194 76
Beloeil Village.....	1,846 73	Chapeau.....	1,299 09
Bergerville.....	1,093 39	Charette.....	612 14
Berthier en Bas.....	591 06	Charlemagne.....	472 47
Berthier en Haut.....	5,172 38	Charlesbourg.....	1,057 79
Bie.....	2,185 78	Charny.....	2,238 39
Bienville.....	2,191 32	Charteris.....	188 87
Birchton.....	328 18	Chartierville.....	545 00
Bishop's Crossing.....	1,423 71	Châteauguay.....	1,511 18
Black Cape.....	299 68	Châteauguay Basin.....	1,028 69
Black Lake.....	2,996 05	Château Richer.....	706 74
Black Lake East.....	411 59	Chaudière Curve.....	476 08
Blanche.....	130 95	Chaudière Station.....	365 14
Blue Sea Lake.....	370 03	Chelsea.....	351 80
Boileau.....	139 27	Chemin Taché.....	619 36
Bois Franc.....	186 30	Chênerville.....	832 69

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Chicoutimi.....	18,584 06	Father Point.....	592 97
Chicoutimi Centre.....	6,608 62	Ferme Neuve.....	1,078 34
Chicoutimi Ouest.....	4,275 50	Fitch Bay.....	563 28
Choisy.....	185 08	Fontainebleau.....	215 32
Chute Panet.....	542 31	Fort Coulonge.....	2,883 72
Clarenceville.....	1,316 47	Foster.....	1,326 56
Clarke City.....	930 52	Frampton.....	929 80
Coaticook.....	12,799 54	Franklin Centre.....	808 66
Coffee.....	636 15	Frelighsburg.....	1,910 40
Coleraine Station.....	629 17	Fugèreville.....	161 48
Como.....	614 06	Fulford.....	347 24
Compton.....	1,809 89	Gamelin.....	1,054 28
Contrecoeur.....	1,368 93	Gardenvale.....	8,592 25
Cookshire.....	5,729 37	Garneau.....	1,100 18
Côteau du Lac.....	891 20	Garthby Station.....	1,413 42
Côteau Landing.....	536 60	Gascons.....	849 30
Côteau Station.....	1,711 15	Gaspé.....	3,647 66
Courcelles.....	725 30	Gaspé Harbour.....	1,091 91
Cowansville.....	7,266 38	Gentilly.....	1,884 91
Crabtree Mills.....	814 07	Georgeville.....	711 83
Daaquam.....	1,225 92	Glenada.....	316 48
Dalesville.....	186 83	Glenelmu.....	1,023 32
Dalhousie Station.....	1,811 20	Glen Iver.....	197 57
Dalibaire.....	502 15	Glen Sutton.....	389 61
Danford Lake.....	368 29	Gould.....	644 80
Danville.....	7,106 28	Gracefield.....	2,055 70
Daveluyville.....	890 14	Granby.....	17,174 39
Davidson.....	843 67	Grand Cascapedia.....	1,181 87
Delisle.....	1,096 64	Grande Baie.....	1,313 06
Delson.....	565 07	Grande Grève.....	294 61
Demers Centre.....	593 71	Grande Ligne.....	1,354 20
Deniau.....	441 23	Grand Entry.....	232 11
Dequen.....	365 71	Grandes Bergeronnes.....	661 89
Desbiens.....	606 02	Grandes Piles.....	990 12
Deschailions.....	2,327 04	Grand' Mère.....	7,268 10
Deschambault.....	1,093 89	Grand' Mère Village.....	7,285 42
Deschênes Mills.....	355 34	Grand Métis.....	185 75
Dewittville.....	348 78	Grand River.....	1,093 13
D'Israeli.....	2,837 97	Graniteville.....	253 84
Dixville.....	742 53	Greenlay.....	297 87
Dolbeau.....	305 24	Grenville.....	2,260 30
Donnacona.....	3,636 02	Grindstone Island.....	774 56
Dosquet.....	498 38	Gronelines.....	615 39
Doucet.....	301 13	Grosse Isle.....	176 91
Douglstown.....	759 21	Guay.....	2,451 22
Drapeau.....	213 26	Guenette.....	313 32
Drummondville East.....	11,189 02	Guérin.....	258 26
Duclos.....	138 02	Guigues.....	1,064 94
Dundee.....	707 09	Ham Nord.....	493 88
Dunham.....	2,025 52	Ham Sud.....	456 41
Dupuy.....	954 69	Harrington East.....	173 64
East Angus.....	7,599 14	Hatley.....	762 83
East Broughton.....	890 83	Hauteur.....	408 77
East Broughton Station.....	2,185 17	Havre Aubert.....	378 90
East Clifton.....	234 47	Hébertville.....	1,180 63
East Farnham.....	512 09	Hébertville Station.....	3,482 99
East Hereford.....	611 19	Hemmingford.....	2,567 08
Eastman.....	2,802 68	Henryville.....	770 62
East Templeton.....	347 11	Hervey Junction.....	399 38
Ellis Bay.....	322 78	High Falls.....	158 73
Escuminac.....	358 39	Highwater.....	579 75
Esquimaux Point.....	483 70	Hillhurst.....	300 93
Estcourt.....	656 68	Honfleur.....	413 74
Étang du Nord.....	343 91	House Harbour.....	307 18
Fabre.....	802 29	Howick.....	1,901 55
Farm Point.....	311 70	Howick Station.....	1,075 48
Farnham.....	10,265 73	Huberdeau.....	880 69
Farrellton.....	384 00	Hudson.....	2,013 54
Fassett.....	1,430 77	Hudson Heights.....	1,522 32

SESSIONAL PAPER No. 30

Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Hull.....	*26,632 92	L'Ascension.....	786 37
*Divided as follows:—		L'Assomption.....	2,828 24
Head Office.....	25,465 51	Laterrière.....	1,046 17
Sub-Office No. 1.....	1,167 41	La Trappe.....	1,209 52
Huntingdon.....	8,054 29	Latulipe.....	231 25
Iberville.....	3,876 69	La Tuque.....	11,147 89
Ile aux Noix.....	313 49	Laurier.....	435 78
Inverness.....	1,464 74	Laurierville.....	1,156 67
Ironside.....	455 47	Lauzon.....	2,813 93
Island Brook.....	296 33	Lauzon Ouest.....	481 22
Isle aux Grues.....	754 31	Laval des Rapides.....	415 50
Isle Perrot Nord.....	257 00	Lavaltrie.....	491 00
Isle Verte.....	2,309 86	L'Avenir.....	659 78
Johnville.....	499 67	Laverlochère.....	652 11
Joliette.....	19,661 65	La Vistation.....	216 27
Jonquières.....	7,809 13	Lawrenceville.....	747 98
Kamouraska.....	1,119 74	Leclercville.....	703 53
Katevale.....	335 23	Leeds Village.....	931 83
Kazubazua.....	646 59	Lemieux.....	497 24
Kenogami.....	6,715 02	Lennoxville.....	8,526 03
Kiamika.....	269 00	L'Epiphanie.....	2,342 33
Kildare.....	1,099 04	Le Pont de Quebec.....	559 98
Kingsbury.....	781 11	Lesage.....	550 68
Kingsey Falls.....	883 85	Les Eboulements.....	750 66
Kinnear's Mills.....	272 03	Les Ecureuils.....	387 07
Kippewa.....	1,663 30	Les Escoumains.....	848 50
Knowlton.....	6,157 07	Les Etroits.....	449 95
La Baie.....	1,611 61	Lévis.....	8,777 80
La Baie Shawinigan.....	528 64	Lime Ridge.....	202 99
Labelle.....	1,516 13	Limière.....	1,226 68
L'Acadie.....	363 80	L'Islet.....	2,418 02
Lac à la Tortue.....	456 85	Little Cascapédia.....	759 94
Lac au Saumon.....	2,075 85	Little River East.....	393 00
Lac aux Sables.....	478 02	Loretteville.....	4,631 46
Lac aux Sables Station.....	356 36	Lorrainville.....	1,491 22
Lac Bouchette.....	711 19	Lotbinière.....	1,155 92
Lac Brûlé.....	479 25	Louiseville.....	4,271 29
Lac des Ecorces.....	569 31	Lourdes.....	339 48
Lac des Îles.....	387 39	Low.....	564 15
Lac Etchemin.....	1,193 74	Low Station.....	205 91
Lac Frontière.....	1,718 19	Luceville.....	966 53
La Chevrotière.....	326 67	Luskville.....	579 64
Lachute.....	7,668 29	Lyster Station.....	1,630 01
Lachute Mills.....	2,637 83	McKee.....	167 55
Lac Masson.....	1,084 22	McMasterville.....	1,321 47
Lac Mercier.....	659 19	Macdonald College.....	4,139 65
Lacolle.....	2,479 27	Maddington Falls.....	442 83
La Conception.....	248 46	Magog.....	10,495 26
Lac Ste. Croix.....	274 12	Magog East.....	444 11
Lac Ste. Marie.....	333 40	Makamik.....	2,564 65
Lac Sagunay.....	1,088 79	Mandeville.....	366 97
Ladysmith.....	318 60	Maniwaki.....	2,307 74
Lake Edward.....	766 27	Manouan.....	301 20
Lake Megantic.....	8,314 42	Manseau.....	1,360 77
La Macaza.....	620 78	Mansonville.....	2,219 47
La Malbaie.....	5,316 93	Marbleton.....	1,000 43
Lamartine.....	638 67	Maria.....	1,238 51
Lambton.....	1,762 15	Marieville.....	3,525 63
Landrienne.....	444 27	Martinville.....	370 99
Langevin.....	1,305 66	Maryland.....	294 26
L'Annonciation.....	2,148 33	Mascouche.....	1,100 08
Lanoraie.....	778 39	Masham Mills.....	358 80
L'Anse au Beaufils.....	385 44	Massawippi.....	404 78
L'Anse St. Jean.....	545 67	Masson.....	1,381 84
La Patrie.....	1,621 72	Mastai.....	940 00
Laprairie.....	3,532 45	Matane.....	6,048 42
La Présentation.....	948 84	Matapédia.....	1,848 93
La Reine.....	1,989 01	Melbourne.....	666 94
La Sarre.....	2,808 86	Messines.....	734 40

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF QUEBEC—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Métabetchouan.....	2,799 40	Sub-Office No. 69.....	814 01
Métis Beach.....	1,735 52	Sub-Office No. 72.....	10,049 68
Milan.....	669 96	Sub-Office No. 73.....	5,791 06
Mille Isles.....	114 98	Sub-Office No. 75.....	6,351 80
Minerve.....	326 52	Sub-Office No. 77.....	19,001 76
Mistassini.....	707 75	Sub-Office No. 85.....	2,653 87
Montauban.....	858 27	Sub-Office No. 86.....	2,039 17
Montauban les Mines.....	240 73	Sub-Office No. 93.....	8,225 44
Mont Carmel.....	591 32	Sub-Office No. 95.....	39,357 10
Monteref.....	610 88	Sub-Office No. 101.....	1,975 35
Monte Bello.....	2,319 17	Sub-Office No. 103.....	8,601 17
Montfort.....	839 33	Sub-Office No. 104.....	5,472 23
Mont Joli.....	7,807 97	Sub-Office No. 105.....	14,456 45
Mont Laurier.....	4,833 77	Sub-Office No. 106.....	7,825 89
Montmagny.....	9,089 98	Sub-Office No. 107.....	5,030 82
Montmagny Station.....	4,177 18	Sub-Office No. 108.....	3,328 98
Montmorency Village.....	2,005 79	Sub-Office No. 109.....	845 41
Montpellier.....	190 21	Sub-Office No. 110.....	771 69
Montreal.....	*3,683,861 35	Sub-Office No. 111.....	5,139 47
*Divided as follows:—		Sub-Office No. 112.....	2,492 44
Head Office.....	2,056,318 92	Sub-Office No. 113.....	467 03
Postal Station A.....	167,867 42	Sub-Office No. 114.....	1,158 33
Postal Station B.....	275,447 35	Sub-Office No. 115.....	330 84
Postal Station C.....	36,203 32	Sub-Office No. 116.....	5,829 92
Postal Station D.....	14,433 03	Sub-Office No. 117.....	2,372 20
Postal Station E.....	31,886 41	Sub-Office No. 118.....	2,411 08
Postal Station F.....	19,839 81	Sub-Office No. 119.....	1,405 74
Postal Station G.....	25,209 89	Sub-Office No. 120.....	159 00
Postal Station H.....	103,412 56	Sub-Office No. 121.....	1,158 90
Postal Station M.....	7,244 87	Sub-Office No. 122.....	1,307 30
Postal Station N.....	49,751 08	Sub-Office No. 123.....	2,136 80
Postal Station O.....	4,907 39	Sub-Office No. 124.....	6,228 77
Postal Station R.....	21,411 28	Sub-Office No. 125.....	2,344 45
Postal Station S.....	7,561 81	Sub-Office No. 126.....	2,226 41
Délormier Postal Station.....	24,541 68	Ahuntsic.....	786 36
Notre-Dame de Grace Station...	16,703 19	Beaudoin.....	6,200 66
Outremont Postal Station.....	23,541 90	Bordeaux.....	1,239 43
Sub-Office No. 15.....	4,732 58	Cartierville.....	1,610 27
Sub-Office No. 16.....	4,930 00	Côte des Neiges Ouest.....	212 36
Sub-Office No. 17.....	5,794 00	Côte St. Louis.....	1,691 64
Sub-Office No. 18.....	6,082 32	Côte St. Michel.....	269 19
Sub-Office No. 19.....	29,649 80	Côte Visitation.....	1,318 00
Sub-Office No. 20.....	8,229 41	Dominion.....	1,560 81
Sub-Office No. 21.....	19,344 49	Greenfield Park.....	513 50
Sub-Office No. 22.....	3,247 12	Hochelega.....	8,401 42
Sub-Office No. 23.....	9,747 49	Lachine.....	9,182 95
Sub-Office No. 26.....	4,305 00	Lachine Locks.....	6,606 13
Sub-Office No. 27.....	16,894 02	Lakeside.....	24 09
Sub-Office No. 31.....	3,674 03	Leduc.....	22,313 00
Sub-Office No. 33.....	4,152 48	Longue Pointe.....	1,947 88
Sub-Office No. 35.....	9,182 78	Longueuil.....	4,836 50
Sub-Office No. 37.....	7,736 72	Montreal Nord.....	1,581 47
Sub-Office No. 38.....	8,438 22	Montreal South.....	544 83
Sub-Office No. 39.....	23,140 54	Montreal West.....	5,296 24
Sub-Office No. 41.....	4,347 10	Mount Royal.....	575 00
Sub-Office No. 42.....	7,084 47	Notre-Dame des Victoires.....	857 46
Sub-Office No. 43.....	4,994 56	Ontario Street Centre.....	5,505 06
Sub-Office No. 44.....	3,397 61	Ontario Street East.....	7,027 77
Sub-Office No. 46.....	7,271 40	Park Ave.....	11,281 33
Sub-Office No. 47.....	1,446 50	Park Ave. Extension.....	2,850 47
Sub-Office No. 48.....	5,952 81	Pointe aux Trembles.....	3,408 07
Sub-Office No. 49.....	1,829 98	Pointe Claire.....	2,129 55
Sub-Office No. 50.....	2,864 51	St. Catharine St. West.....	9,565 23
Sub-Office No. 51.....	12,136 51	Ste. Cunégonde.....	11,452 26
Sub-Office No. 56.....	568 60	St. Denis Street.....	16,598 01
Sub-Office No. 58.....	9,631 58	St. Henri de Montreal.....	35,397 02
Sub-Office No. 65.....	6,628 27	St. Jean Baptiste de Montreal....	12,845 24
Sub-Office No. 66.....	8,589 32	St. Jean de la Croix.....	4,677 45
Sub-Office No. 68.....	3,235 13	St. Lambert (Chambly).....	26,980 96

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Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
St. Lawrence St. Centre.....	17,387 94	Pentecost River.....	356 55
St. Louis Square.....	5,954 01	Perré.....	1,242 15
St. Paul.....	8,521 75	Péribonca.....	648 29
Sault au Recollet.....	18,661 94	Perkins.....	434 18
Tétreauville.....	798 90	Petite Matane.....	166 06
Valois.....	125 95	Phillipsburg.....	1,043 00
Verdun.....	16,078 75	Pierreville.....	3,713 66
Victoria Avenue.....	17,903 39	Pike River.....	373 34
Villeneuve.....	3,934 71	Pintendre.....	196 00
Villeray.....	3,055 98	Piopolis.....	379 51
Ville St. Pierre.....	13,167 42	Plaisance.....	572 90
Westmount.....	28,555 58	Plessisville.....	6,218 56
Yeuville.....	7,125 60	Plessisville Station.....	2,439 37
Mont Rolland.....	1,100 85	Pointe au Chêne.....	408 22
Mont. St. Grégoire.....	390 58	Pointe au Pic.....	3,998 81
Mont St. Michel.....	149 44	Pointe Basse.....	110 00
Monument.....	1,344 66	Pointe du Lac.....	510 95
Morin Heights.....	1,208 83	Pointe Fortune.....	1,006 10
Namur.....	447 00	Pointe Gatineau.....	960 62
Napierville.....	1,942 55	Point St. Peter.....	181 90
Neubois.....	425 32	Poltimore.....	438 53
Neuville.....	939 60	Pontbriand.....	358 12
New Carlisle.....	4,983 62	Pont de Maskinongé.....	1,330 55
New Glasgow.....	1,343 27	Pont Etchemin.....	1,569 90
New Liverpool.....	222 86	Pont Rouge.....	3,186 49
Newport Centre.....	467 32	Pont St. Maurice.....	1,839 74
Newport Point.....	314 32	Portage du Fort.....	844 36
New Richmond.....	1,661 86	Port Alfred.....	1,786 94
New Richmond Station.....	1,317 48	Port Daniel Centre.....	811 96
Nicolet.....	6,226 15	Port Daniel East.....	1,036 94
Nominique.....	1,713 43	Portneuf.....	1,978 81
Normandin.....	1,881 28	Portneuf Station.....	1,170 76
North Coaticook.....	911 61	Price.....	1,955 94
North Hatley.....	3,786 00	Princeville.....	2,165 52
North Nation Mills.....	197 77	Privat.....	1,141 12
North Stanbridge.....	868 02	Proulxville.....	761 49
North Stukely.....	468 31	Quai de Rimouski.....	651 00
North Timiskaming.....	2,790 93	Quai des Eboulements.....	592 42
North Wakefield.....	533 58	Quatre Chemins.....	194 73
Notre-Dame de Ham.....	524 08	Quebec.....	*549,772 44
Notre-Dame de la Paix.....	358 57	*Divided as follows:—	
Notre-Dame de la Salette.....	526 50	Head Office.....	277,602 60
Notre-Dame de Lévis.....	6,845 56	Postal Station B.....	95,201 92
Notre-Dame de Pierreville.....	501 94	Sub-Office No. 1.....	7,517 35
Notre-Dame de Rimouski.....	317 78	Sub-Office No. 2.....	7,566 26
Notre-Dame des Bois.....	695 02	Sub-Office No. 3.....	819 50
Notre-Dame de Stanbridge.....	434 34	Sub-Office No. 4.....	2,023 44
Notre-Dame du Lac.....	1,630 14	Candiac.....	8,726 09
Notre-Dame du Lac Station.....	396 19	Faubourg St. Jean Baptiste.....	27,073 21
Notre-Dame du Laus.....	474 28	Lairat.....	5,368 29
Notre-Dame du Portage.....	564 48	Palais.....	8,589 63
Notre-Dame du Rosaire.....	722 38	Rue St. Joseph.....	23,213 64
Nouvelle.....	247 79	St. Roch de Quebec.....	67,337 03
Noyan.....	439 71	St. Sauveur de Quebec.....	14,051 03
Oka.....	966 93	Sans Bruit.....	4,178 11
Ormstown.....	4,508 29	Stadacona.....	504 34
Ormstown Station.....	786 85	Quyon.....	2,111 76
Otter Lake.....	604 27	Racine.....	525 53
Padoue.....	681 20	Rapide de l'Original.....	716 89
Panet.....	433 46	Rapide des Joachims.....	307 27
Papineauville.....	2,517 51	Rawdon.....	2,348 66
Paquette.....	514 10	Repentigny.....	255 50
Paquin.....	102 22	Restigouche.....	1,218 36
Parent.....	2,015 78	Richardville.....	294 41
Paris ville.....	469 01	Richmond.....	11,112 03
Parkhurst.....	209 84	Rigaud.....	3,675 44
Paspébiac.....	2,446 52	Rimouski.....	14,292 32
Paspébiac West.....	467 42	Ripon.....	553 06
Peninsula Gaspé.....	343 64	River Beaudette.....	730 28

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Gross Postal Revenue of Accounting Offices—Continued

PROVINCE OF QUEBEC—Continued

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
River Desert.....	2,329 03	Ste. Apolline de Patton.....	422 01
Riverfield.....	225 13	St. Armand Station.....	1,032 89
River Joseph.....	313 65	St. Arsène.....	560 56
Rivière à Pierre.....	1,221 55	St. Aubert.....	876 63
Rivière au Doré.....	519 94	St. Augustin de Québec.....	645 01
Rivière au Renard.....	866 62	St. Augustin (Two Mountains).....	725 13
Rivière Bleue.....	1,819 95	Ste. Aurélie.....	293 19
Rivière Bois Clair.....	1,002 76	St. Barnabé Nord.....	945 42
Rivière du Loup Centre.....	3,417 60	St. Barnabé Sud.....	275 44
Rivière du Loup en Bas.....	7,270 74	St. Barthélemy.....	1,623 93
Rivière du Loup Station.....	8,846 39	St. Basil de Portneuf.....	2,271 76
Rivière du Moulin.....	1,194 34	St. Basil le Grand.....	520 03
Rivière Ouelle.....	507 72	Ste. Béatrix.....	245 27
Rivière Raquette.....	375 94	St. Benjamin.....	330 72
Rivière Trois Pistoles.....	764 83	St. Benoit.....	754 96
Rivington.....	231 65	St. Benoît Labre.....	825 58
Robertsonville.....	1,401 72	St. Bernard de Dorchester.....	656 54
Roberval.....	9,444 66	St. Blaise.....	236 94
Robitaille.....	270 15	Ste. Blandine.....	359 30
Rock Forest.....	388 36	St. Bonaventure.....	515 55
Rock Island.....	9,012 14	St. Boniface de Shawinigan.....	903 54
Roxton Falls.....	2,023 21	Ste. Brigide d'Iberville.....	582 40
Roxton Pond.....	1,263 44	Ste. Brigitte des Sautes.....	489 59
Rupert.....	263 78	St. Bruno.....	447 88
St. Adalbert.....	270 45	St. Bruno Lac St. Jean.....	781 89
Ste. Adélaïde de Pabos.....	568 19	St. Calixte de Kilkenny.....	347 90
Ste. Adèle.....	1,000 95	St. Camille.....	834 95
St. Adelphe de Champlain.....	1,036 16	St. Camille de Bellechasse.....	1,693 87
St. Adolphe de Dudswell.....	480 79	St. Canute.....	315 90
St. Adolphe de Howard.....	412 76	St. Casimir.....	3,412 16
St. Adrien.....	586 51	Ste. Catherine.....	672 60
St. Agapit.....	871 27	Ste. Cécile de Levrard.....	393 60
St. Agathe de Lotbinière.....	1,038 59	Ste. Cécile de Masham.....	458 60
Ste. Agathe des Monts.....	9,344 72	Ste. Cécile de Milton.....	309 40
Ste. Agnès de Dundee.....	557 10	Ste. Cécile de Whitton.....	381 00
St. Aimé.....	1,440 44	Ste. Cécile Station.....	117 98
St. Alban.....	1,122 75	St. Célestin.....	909 32
St. Albert.....	311 64	St. Césaire.....	2,711 20
St. Alexandre d'Iberville.....	775 11	St. Charles de Bellechasse.....	1,848 21
St. Alexandre de Kamouraska.....	1,387 87	St. Charles de Caplan.....	1,157 71
St. Alexis de Matapédia.....	787 96	St. Charles Rivière Richelieu.....	497 65
St. Alexis de Montcalm.....	1,376 65	Ste. Christine.....	340 99
St. Alexis des Monts.....	1,341 63	St. Chrysostôme.....	2,150 30
St. Alphonse.....	343 69	Ste. Claire.....	1,471 54
St. Alphonse de Caplan.....	358 38	St. Claude.....	237 34
St. Amédée de Péribonca.....	188 81	St. Clément.....	533 33
St. Anaclet.....	753 04	St. Clet.....	1,140 49
Ste. Anastasie.....	678 88	Ste. Clothilde.....	741 19
St. André Avellan.....	1,719 93	St. Côme.....	235 40
St. André de Kamouraska.....	1,237 56	St. Constant.....	728 99
St. André de Restigouche.....	239 59	Ste. Croix.....	1,786 47
St. Andrews East.....	1,652 88	St. Cuthbert.....	1,503 16
Ste. Angèle de Laval.....	805 63	St. Cyprien.....	359 45
Ste. Angèle de Monnoir.....	440 62	St. Cyrille de L'Islet.....	877 65
Ste. Angèle de Rimouski.....	786 89	St. Cyrille de Wendover.....	1,563 34
St. Anicet.....	817 40	St. Damase St. Hyacinthe.....	520 00
Ste. Anne de Beaupré.....	7,304 23	St. Damase de Matane.....	355 34
Ste. Anne de Bellevue.....	5,397 92	St. Damase des Aulnaies.....	238 63
Ste. Anne de Chicoutimi.....	1,038 16	St. Damien de Brandon.....	475 75
Ste. Anne de la Pérade.....	3,021 93	St. Damien de Buckland.....	902 18
Ste. Anne de la Pocatière.....	5,250 35	St. David de Lévis.....	436 67
Ste. Anne des Monts.....	1,857 99	St. David d'Yamaska.....	631 49
Ste. Anne des Plaines.....	643 66	St. Denis de la Boutellerie.....	571 50
Ste. Anne du Lac.....	469 45	St. Denis Rivière Richelieu.....	1,466 49
St. Anselme.....	1,347 21	St. Désiré du Lac Noir.....	440 81
St. Anselme Station.....	931 67	St. Didace.....	344 11
St. Antoine Lotbinière.....	547 78	St. Dominique de Bagot.....	576 11
St. Antoine Rivière Richelieu.....	1,072 84	St. Donat.....	851 58
St. Apollinaire.....	858 58	St. Donat de Montcalm.....	712 30

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GROSS Postal Revenue of Accounting Offices—*Continued*PROVINCE OF QUEBEC—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
St. Edouard de Napierville.....	363 46	St. Henri de Lévis.....	1,296 04
St. Edwidge.....	475 48	St. Hermas.....	1,202 39
St. Eleuthère.....	997 43	St. Herménégilde.....	417 54
St. Elie.....	419 98	St. Hilaire Station.....	820 09
Ste. Elizabeth.....	1,072 79	St. Hilaire Village.....	685 38
St. Eloi.....	704 77	St. Hilarion.....	195 05
St. Elphège.....	231 88	St. Hippolyte de Kilkenny.....	348 86
St. Elzéar de Beauce.....	494 86	St. Honoré.....	792 50
St. Elzéar de Leval.....	377 63	St. Hubert.....	628 66
Ste. Emélie de L'Énergie.....	766 69	St. Hugues.....	1,175 03
Ste. Emélie de Lotbinière.....	319 02	St. Hyacinthe.....	33,755 23
St. Emile de Suffolk.....	368 16	St. Ignace du Lac.....	321 16
St. Ephrem de Tring.....	2,028 48	St. Irénée.....	505 68
St. Esprit.....	818 60	St. Isidore d'Auckland.....	482 66
St. Etienne de Beauharnois.....	267 70	St. Isidore Dorchester.....	929 79
St. Etienne de Bolton.....	215 58	St. Isidore Laprairie.....	564 53
St. Etienne de Grès.....	580 36	St. Jacques.....	2,714 50
St. Eugène de Grantham.....	800 99	St. Jacques le Mineur.....	267 40
St. Eugène de Guigues.....	265 75	St. Janvier.....	536 34
Ste. Eulalie.....	889 01	St. Jean.....	22,814 24
St. Eusèbe.....	231 66	St. Jean Baptiste de Rouville.....	727 52
St. Eustache (Two Mountains).....	2,942 75	St. Jean Chysostôme de Lévis.....	638 11
St. Evariste de Forsyth.....	437 39	St. Jean de Dieu.....	783 62
St. Evariste Station.....	3,183 74	St. Jean de Matha.....	750 63
St. Fabien.....	1,643 24	St. Jean des Piles.....	687 70
Ste. Famille.....	380 81	St. Jean d'Orléans.....	407 96
St. Faustin.....	313 12	St. Jean L'Évangéliste.....	560 63
St. Faustin Station.....	1,093 75	St. Jean Port Joli.....	1,777 77
St. Félicien.....	5,171 03	St. Jérôme.....	9,669 40
Ste. Félicité.....	819 68	St. Joachim de Montmorency.....	457 33
St. Félix de Kingsey.....	858 26	St. Joachim de Shefford.....	309 90
St. Félix de Valois.....	1,909 53	St. Joseph d'Alma.....	5,294 61
St. Ferdinand.....	1,474 84	St. Joseph de Beauce.....	5,871 61
St. Flavien.....	1,093 90	St. Joseph de Lepage.....	221 57
Ste. Flore.....	509 99	St. Joseph de Lévis.....	404 47
Ste. Florence.....	797 83	St. Joseph de Sorel.....	624 85
St. Fortunat.....	343 21	St. Joseph du Lac.....	302 28
Ste. Foy.....	664 65	St. Jovite.....	2,967 79
St. François de Sales Station.....	231 93	St. Jovite Station.....	1,230 78
St. François du Lac.....	1,235 29	St. Jude.....	650 86
St. François Montmagny.....	861 56	Ste. Julie de Verchères.....	511 59
St. François Xavier de Brompton.....	1,079 55	Ste. Julienne.....	710 32
St. Frédéric.....	478 28	Ste. Julie Station.....	349 21
St. Gabriel de Brandon.....	3,312 90	St. Juste de Bretonnière.....	437 99
St. Gabriel de Rimouski.....	474 38	St. Justin Maskinongé.....	720 99
St. Gabriel Est.....	294 52	Ste. Justine de Newton.....	1,406 25
St. Gédéon.....	682 55	Ste. Justine Station.....	296 01
St. Gédéon de Beauce.....	645 77	St. Lambert de Lévis.....	557 38
St. Gédéon Station.....	382 50	St. Laurent d'Orléans.....	418 21
Ste. Geneviève de Batiscan.....	1,995 49	St. Lazare Village.....	366 63
Ste. Geneviève de Pierreville.....	1,387 18	St. Léandre.....	245 08
St. George Beauce.....	1,833 63	St. Léon Maskinongé.....	816 86
St. George de Windsor.....	714 63	St. Léonard d'Aston.....	1,443 45
St. George Est.....	8,253 18	St. Léonard de Portneuf.....	275 85
St. Gérard.....	859 71	St. Léon le Grand.....	890 31
St. Gérard d'Yamaska.....	203 91	St. Liboire.....	1,064 09
St. Germain de Grantham.....	1,761 55	St. Liguori.....	326 53
St. Germain de Kamouraska.....	292 47	St. Lin.....	1,796 27
Ste. Germaine Station.....	423 92	St. Louis de Courville.....	810 57
Ste. Gertrude.....	792 17	St. Louis de Gonzague.....	1,099 29
St. Gervais.....	1,219 40	St. Louis du Ha Ha.....	742 36
St. Giles.....	399 17	Ste. Louise.....	642 16
St. Godfroy.....	567 29	Ste. Lucie.....	270 06
St. Grégoire.....	1,297 89	Ste. Lucie de Beaugard.....	252 09
St. Guillaume d'Upton.....	1,930 36	Ste. Lucie de Doncaster.....	323 86
St. Guillaume Station.....	410 77	St. Lucien.....	392 80
Ste. Hélène de Bagot.....	536 96	St. Ludger.....	1,092 96
Ste. Hélène de Kamouraska.....	864 38	St. Ludger Rivière du Loup.....	1,570 56
St. Hénédine.....	1,455 51	Ste. Madeleine.....	2,007 65

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GROSS Postal Revenue of Accounting Offices—*Continued*PROVINCE OF QUEBEC—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
St. Magloire.....	609 04	St. Rosaire.....	696 63
St. Malachie.....	911 54	St. Rosalie.....	931 61
St. Malo.....	627 54	St. Rose.....	1,662 96
St. Marc.....	379 83	St. Rose de Lima.....	433 56
St. Marc des Carrières.....	1,404 27	St. Rose de Watford.....	468 37
St. Marcel de l'Islet.....	405 66	St. Rose du Dégel.....	1,626 42
St. Marcel de Richelieu.....	344 02	St. Sabine.....	144 19
St. Marguerite de Dorchester.....	629 35	St. Sabine de Bellechasse.....	262 64
St. Marie Beauce.....	5,393 04	St. Sabine Station.....	262 51
St. Marie Éolomé.....	329 07	St. Samuel de Gayhurst.....	521 02
St. Marthe.....	435 55	St. Sauveur des Montagnes.....	585 20
St. Martin Laval.....	404 13	St. Scholastique.....	2,618 70
St. Martine.....	854 27	St. Sébastien.....	785 90
St. Mathieu Rimouski.....	430 35	St. Sébastien de Beauce.....	912 48
St. Mathieu de Laprairie.....	273 34	St. Siméon de Bonaventure.....	479 73
St. Maurice.....	868 34	St. Siméon Charlevoix.....	530 41
St. Mélanie.....	291 00	St. Simon de Rimouski.....	629 01
St. Michel de Bellechasse.....	957 42	St. Simon d'Yamaska.....	461 37
St. Michel de Napierville.....	249 69	St. Sixte.....	202 31
St. Michel de Rougemont.....	642 99	St. Sophie de Lacorne.....	317 62
St. Michel des Saints.....	2,045 65	St. Sophie de Lévrard.....	951 03
St. Moïse.....	352 74	St. Sophie de Mégantie.....	574 43
St. Moïse Station.....	1,272 27	St. Stanislas de Champlain.....	1,527 00
St. Monique de Nicolet.....	685 55	St. Stanislas de Kostka.....	559 63
St. Monique des Deux Montagnes.....	478 61	St. Sylvere.....	492 33
St. Narcisse.....	1,054 57	St. Sylvestre.....	1,173 09
St. Nazaire.....	475 24	St. Téléphore.....	510 63
St. Nicholas.....	353 64	St. Thècle.....	1,759 26
St. Nicholas Station.....	398 60	St. Thècle Station.....	712 91
St. Norbert Berthier.....	368 09	St. Théodore.....	424 61
St. Norbert D'Arthabaska.....	432 84	St. Théodore d'Aetou.....	416 86
St. Octave.....	896 36	St. Théophile.....	394 66
St. Odilon.....	462 93	St. Thérèse de Blainville.....	6,593 50
St. Omer.....	479 77	St. Thomas de Joliette.....	431 77
St. Ours.....	1,297 92	St. Timothée.....	555 67
St. Pacôme.....	1,657 95	St. Tite.....	4,080 12
St. Painphile.....	1,906 02	St. Tite des Caps.....	447 48
St. Pascal.....	3,466 83	St. Ubalde.....	1,043 04
St. Paul de Chester.....	566 30	St. Ulric.....	1,309 08
St. Paul du Buton.....	935 34	St. Urbain de Charlevoix.....	447 11
St. Paulin.....	1,048 85	St. Urbain de Chateauguay.....	850 01
St. Paul l'Ermite.....	411 59	St. Ursule.....	950 98
St. Perpétue.....	542 25	St. Valentin.....	427 13
St. Philémon.....	581 19	St. Valérie.....	474 10
St. Philippe d'Argenteuil.....	658 30	St. Vallier.....	708 15
St. Philippe de Laprairie.....	759 66	St. Vallier Station.....	285 68
St. Philippe de Néry.....	980 56	St. Véronique.....	283 79
St. Philomène.....	366 80	St. Vianney.....	239 31
St. Philomène de Fortierville.....	1,084 01	St. Victoire.....	473 54
St. Pie.....	2,407 81	St. Victor de Tring.....	1,394 24
St. Pierre Baptiste.....	390 30	St. Vincent de Paul.....	2,526 75
St. Pierre les Bequets.....	741 40	St. Wenceslas.....	612 02
St. Pierre Montmagny.....	643 87	St. Zacharie.....	2,385 40
St. Placide.....	450 54	St. Zénon.....	435 18
St. Polycarpe.....	1,360 06	St. Zéphirin.....	754 98
St. Prime.....	807 89	St. Zotique.....	228 93
St. Prosper.....	811 80	Sabrevois.....	310 37
St. Prosper de Dorchester.....	1,148 90	Sandy Bay.....	914 73
St. Raphaël Bellechasse.....	1,260 22	Sandy Beach Centre.....	363 07
St. Raymond.....	3,286 70	Sanatorium du Lac Edouard.....	626 74
St. Rémi.....	3,916 08	Sault au Mouton.....	444 29
St. Rémi d'Amherst.....	614 89	Sawyerville.....	2,840 68
St. Rémi de Tingwick.....	485 02	Sayabec.....	915 51
St. Robert.....	373 24	Sayabec Station.....	3,219 69
St. Roch de Richelieu.....	705 57	Scotstown.....	3,167 65
St. Roch des Annales.....	529 32	Scott Junction.....	925 54
St. Roch l'Achigan.....	755 85	Senneterre.....	1,133 64
St. Romain.....	275 42	Seven Islands.....	437 27
St. Romuald d'Etchemin.....	2,353 84	Shawbridge.....	1,085 26

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF QUEBEC—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Shawinigan Falls.....	*23,179 74	Upper Bedford.....	1,450 60
*Divided as follows:—		Upper Melbourne.....	578 10
Head Office.....	21,239 05	Upton.....	1,396 47
Sub-Office No. 1.....	1,940 69	Val Barette.....	875 52
Shawville.....	4,188 44	Val Brilliant.....	2,618 06
Sheenborough.....	493 36	Valecourt.....	1,587 89
Sherbrooke.....	*112,379 06	Val David.....	513 35
*Divided as follows:—		Val des Bois.....	298 28
Head Office.....	68,812 75	Val Jalbert.....	825 00
Sub-Office No. 3.....	1,993 29	Vallée Junction.....	692 29
Sub-Office No. 4.....	19,442 16	Valleyfield.....	14,257 44
East Sherbrooke.....	10,177 67	Valmorin.....	596 67
South Sherbrooke.....	11,953 19	Val Quesnel.....	409 69
Sherrington.....	523 50	Val Racine.....	253 70
Shigawake.....	349 41	Val Tétreau.....	233 59
Sillery.....	537 90	Varennes.....	1,541 96
Sixteen Island Lake.....	679 94	Vaudreuil.....	1,253 99
Sorel.....	12,481 19	Vaudreuil Station.....	1,431 98
South Bolton.....	388 45	Vénosta.....	406 37
South Durham.....	2,473 97	Verchères.....	1,336 35
South Quebec.....	271 19	Victoriaville.....	16,028 72
South Roxton.....	1,131 71	Viger.....	754 67
South Stukely.....	778 98	Village Blier.....	554 98
Spring Hill.....	454 95	Village des Aulmaies.....	408 89
Squatteck.....	324 75	Village Richelieu.....	930 94
Stanbridge East.....	1,282 05	Ville la Salle.....	1,135 47
Stanbridge Station.....	319 75	Ville Marie.....	4,613 95
Standon.....	658 97	Villemontel.....	791 16
Stanstead.....	3,797 74	Vimy Ridge Mine.....	393 25
Stoke Centre.....	488 02	Wakefield.....	1,542 23
Stornoway.....	387 41	Waltham Station.....	575 92
Stratford Centre.....	410 54	Warden.....	1,527 87
Sully.....	546 02	Warwick.....	3,732 00
Sutton.....	5,562 49	Waterloo.....	6,673 28
Sutton Junction.....	708 49	Waterville.....	2,449 78
Sweetsburg.....	1,375 11	Way's Mills.....	312 75
Tadoussac.....	1,583 92	Weedon.....	1,648 32
Taillon.....	523 17	Weir.....	569 43
Taschereau.....	1,006 17	West Brome.....	574 41
Terrebonne.....	5,703 50	West Broughton.....	423 29
Terre Haute.....	140 61	West Sheffield.....	1,322 87
Thetford Mines.....	14,131 65	Wickham West.....	1,584 57
Thetford Mines West.....	2,102 60	Windsor.....	3,400 60
Thetford Sud.....	388 67	Windsor East.....	1,620 88
Thurso.....	1,981 08	Woburn.....	426 40
Tikouape.....	607 07	Wolfstown.....	303 72
Tiniskaming Station.....	5,607 28	Wotton.....	1,571 55
Tingwick.....	621 20	Wright.....	473 11
Tomifobia.....	546 54	Wyman.....	545 59
Tourville.....	917 93	Yamachiche.....	1,623 28
Trenholme.....	303 51	Yanaska.....	605 40
Tring Junction.....	931 59	Yanaska Est.....	419 21
Trois Pistoles.....	4,223 94	Non-Accounting Post Offices.....	151,112 34
Trois Rivières.....	*60,601 60		
*Divided as follows:—			
Head Office.....	48,046 29		
Sub-Office No. 1.....	7,587 27		
Sub-Office No. 2.....	4,968 04		
Ulverton.....	249 89		
		LESS—Value of Postage Stamps affixed to Postal Notes.....	6,818 91
			6,165,190 41

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Gross Postal Revenue of Accounting Offices—*Continued*

PROVINCE OF NOVA SCOTIA

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Advocate Harbour.....	877 72	Conquerall Banks.....	279 24
Afton.....	477 65	Cross Roads (Country Harbour).....	389 96
Amherst.....	*40,825 56	Dartmouth.....	13,611 83
*Divided as follows:—		Debert Station.....	920 75
Head-Office.....	39,513 50	Deep Brook.....	909 01
Sub-Office No. 1.....	799 26	Denmark.....	536 28
Sub-Office No. 2.....	512 80	D'Escousse.....	672 72
Amirault Hill.....	207 71	Digby.....	9,123 40
Annapolis Royal.....	7,241 49	Diligent River.....	301 31
Antigonish.....	13,823 77	Dominion No. 4.....	957 70
Arcadia.....	518 35	Dominion No. 6.....	1,066 98
Arichat.....	1,888 44	Earlton.....	222 40
Athol.....	313 25	East Apple River.....	254 13
Auburn.....	540 36	East Erinville.....	101 40
Avonport Station.....	517 88	East Port Medway.....	249 64
Aylesford.....	3,725 35	East Pubnico.....	333 69
Baccaro.....	179 61	East River St. Mary's.....	156 28
Baddeck.....	2,864 25	East Southampton.....	382 42
Bailey's Brook.....	308 15	Economy.....	478 61
Barrington.....	2,070 63	Eel Brook.....	259 51
Barrington Passage.....	1,178 07	Elderbank.....	557 42
Barr's Corners.....	964 47	Ellershouse.....	664 38
Barton.....	411 80	Elmsdale Hants.....	1,306 37
Bass River.....	1,514 66	Enfield.....	719 66
Bear River Digby.....	4,135 19	Englishtown.....	367 29
Bedford.....	2,095 69	Eureka.....	800 19
Belleville.....	319 68	Falmouth.....	746 08
Belliveau Cove.....	596 42	Five Islands.....	680 06
Belmont.....	775 24	Florence.....	1,149 88
Berwick.....	5,550 42	Forties Settlement.....	343 59
Bible Hill.....	1,104 98	Frankville.....	465 59
Big Bras d'Or.....	322 48	Freeport.....	1,291 62
Big Tracadie.....	425 33	Frizzleton.....	323 19
Bill Town.....	275 67	Gabarouse.....	307 08
Birch Grove.....	603 83	Gaspereaux.....	1,565 72
Blandford.....	310 43	Gay's River.....	281 45
Block House.....	482 15	Glace Bay.....	18,185 19
Boylston.....	684 29	Glenholme.....	433 18
Bridgeport.....	601 12	Glenwood.....	193 99
Bridgetown.....	7,755 75	Goldboro.....	841 59
Bridgeville.....	306 92	Gold River.....	712 15
Bridgewater.....	15,905 03	Grafton.....	364 92
Brighton.....	279 33	Grand Etang.....	516 32
Brookfield (Colchester).....	1,125 36	Grand Narrows.....	288 94
Brooklyn (Queens).....	549 57	Grand Pré.....	984 93
Caledonia Queens.....	1,551 34	Grand River.....	449 45
Caledonia Mines.....	1,759 17	Granville Centre.....	395 66
Cambridge Station.....	580 88	Granville Ferry.....	2,175 03
Canning.....	4,590 51	Great Village.....	1,603 36
Canso.....	4,661 11	Greenfield.....	324 10
Cape North.....	309 11	Greenville Station.....	203 17
Cape St. Mary.....	115 95	Greenwich.....	1,013 65
Carleton.....	673 29	Guysborough.....	2,781 21
Centre Burlington.....	388 15	Halifax.....	*422,262 05
Centreville Kings.....	683 23	*Divided as follows:—	
Chester.....	4,096 96	Head Office.....	295,850 92
Chester Basin.....	1,094 02	Sub-Office No. 3.....	2,576 89
Cheticamp.....	1,550 08	Sub-Office No. 4.....	17,618 84
Cheverie.....	539 77	Sub-Office No. 5.....	8,307 37
Chignecto.....	345 31	Sub-Office No. 6.....	67,047 00
Christmas Island.....	404 99	Sub-Office No. 7.....	4,702 21
Church Point.....	1,458 88	Armdale.....	1,250 71
Clarke's Harbour.....	1,864 85	Fairview Station.....	916 05
Clementsport.....	1,053 47	Morris Street.....	6,491 15
Clementsvale.....	475 86	North End.....	17,500 91
Cleveland.....	266 88	Hampton.....	447 00
Clyde River.....	641 03	Hantsport.....	4,308 49
Colbrook Station.....	418 70	Harbourville.....	215 57
Collingwood Corner.....	534 08	Havre Boucher.....	554 12

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF NOVA SCOTIA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Hazel Hill.....	1,014 58	Milford Station.....	920 21
Head of St. Margarets Bay.....	300 11	Millville Kings.....	310 73
Heatherton.....	504 75	Mill Village.....	773 53
Hebron.....	1,012 38	Milton.....	1,539 41
Hemford.....	411 31	Morden.....	205 63
Hopewell.....	1,304 13	Moser's River.....	453 82
Hortonville.....	423 43	Mosherville.....	234 25
Hubbards.....	1,419 03	Mount Uniacke.....	539 04
Imperoyal.....	1,046 45	Mulgrave.....	3,093 65
Ingonish.....	357 90	Musquodoboit Harbour.....	1,798 35
Ingramport.....	649 71	Nappan Station.....	715 67
Inverness.....	5,485 26	Necum Teuch.....	196 50
Iona.....	437 41	Neil's Harbour.....	282 11
Isaac's Harbour.....	535 97	New Aberdeen.....	2,951 22
Joggin Mines.....	2,877 27	New Albany.....	269 08
Jordan Falls.....	536 80	New Campbellton.....	196 39
Judique North.....	206 66	New Germany.....	1,696 00
Kemпт.....	341 94	New Glasgow.....	37,538 38
Kemptville.....	653 55	New Harbour West.....	218 36
Kennebecook Corner.....	827 00	Newport.....	1,121 15
Kentville.....	20,284 85	Newport Landing.....	428 89
Kingsport.....	581 39	New Ross.....	785 03
Kingston.....	2,671 80	New Waterford.....	7,132 51
La Have.....	1,178 93	Nictaux Falls.....	428 26
Lantz Siding.....	305 56	Noel.....	631 62
L'Ardoise.....	518 43	North Brookfield.....	335 85
Larry's River.....	302 26	North East Harbour.....	205 86
Lawrencetown.....	3,078 24	North Lochaber.....	832 56
Lequille.....	436 66	Northport.....	433 07
Liscomb.....	437 84	North Sydney.....	20,250 21
Little Bras d'Or.....	149 34	Old Barns.....	624 73
Little Brook.....	314 19	Old Bridgeport.....	2,122 12
Little River Digby.....	595 40	Oldham.....	443 87
Liverpool.....	9,025 47	Orangedale.....	880 62
Lochaber.....	235 97	Oxford.....	6,749 22
Lockeport.....	2,230 62	Oxford Junction.....	596 08
Londonderry.....	1,241 04	Paradise.....	1,056 60
Louisburg.....	2,720 97	Parrsboro.....	7,109 91
Louisdale.....	437 21	Petite de Grat Bridge.....	421 63
Lower Argyle.....	201 61	Petite Rivière Bridge.....	847 86
Lower East Pubnico.....	455 60	Pictou.....	15,132 81
Lower L'Ardoise.....	338 32	Pictou Landing.....	241 42
Lower Wood Harbour.....	854 96	Plympton.....	458 08
Lunenburg.....	11,777 34	Point Tupper.....	715 61
Lydgate.....	294 54	Pomquet.....	238 07
Lyon's Brook.....	379 13	Port Clyde.....	658 84
McGray.....	186 50	Port Dufferin.....	535 41
McKays Corner.....	261 42	Port George.....	376 17
Mabou.....	1,217 05	Port Greville.....	1,046 16
Macean.....	1,254 56	Port Hastings.....	963 49
Mahone Bay.....	5,065 73	Port Hawkesbury.....	3,664 96
Main-à-Dieu.....	311 40	Port Hood.....	1,955 28
Maitland Bridge.....	416 20	Port Hood Island.....	376 70
Maitland Hants.....	1,330 95	Port Hood Mines.....	135 67
Marble Mountain.....	280 57	Port Howe.....	433 01
Margaree Forks.....	458 75	Port La Tour.....	316 21
Margaree Harbour.....	633 35	Port Lorne.....	379 08
Margaretsville.....	570 76	Port Maitland.....	1,077 71
Marion Bridge.....	248 96	Port Medway.....	570 10
Meadowville Station.....	470 01	Port Morien.....	1,279 97
Melvyn Square.....	563 70	Port Mouton.....	689 42
Merigomish.....	669 55	Port Williams.....	2,278 71
Meteghan.....	1,064 71	Prospect.....	226 03
Meteghan River.....	894 73	Pubnico.....	892 17
Meteghan Station.....	431 65	Pugwash.....	3,684 32
Middle Musquodoboit.....	2,134 88	Pugwash Junction.....	387 65
Middle Stewiacke.....	357 75	Queensport.....	516 28
Middleton (Annapolis).....	7,876 21	Quinan.....	113 70
Middle West Pubnico.....	354 66	Reserve Mines.....	1,189 57

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF NOVA SCOTIA—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
River Bourgeois.....	401 66	Tancook Island.....	313 97
River Dennis Station.....	389 42	Tangier.....	566 06
River Hébert.....	2,962 61	Tatamagouche.....	3,543 01
River John.....	2,856 00	Thomson Station.....	345 62
Riverport.....	1,303 89	Thorburn.....	1,504 66
Rockdale.....	230 70	Three Mile Plains.....	374 66
Rose Bay.....	440 81	Tidnish.....	185 54
Roseway.....	188 54	Tiverton.....	738 22
Round Hill.....	599 31	Torbrook Mines.....	391 27
St. Andrews.....	409 61	Tracadie.....	448 64
St. Croix.....	429 78	Trenton.....	4,118 21
St. Peter's.....	2,431 07	Truro.....	33,915 89
Sable River West.....	482 08	Turners Point.....	307 17
Salmon River Digby.....	432 71	Tusket.....	806 30
Sandy Cove.....	582 29	Upper Kennetcook.....	441 58
Sandy Point.....	427 40	Upper Musquodoboit.....	1,161 72
Saulnierville.....	384 73	Upper Port Latour.....	217 74
Saulnierville Station.....	256 94	Upper Stewiacke.....	1,474 44
Scotch Village.....	482 99	Wallace.....	1,422 55
Scotsburn.....	1,474 00	Wallace Bridge.....	374 65
Scotsville.....	200 40	Walton.....	996 50
Seabright.....	239 79	Waterville.....	2,117 99
Shag Harbour.....	497 74	Waverley.....	259 30
Sheet Harbour.....	1,711 52	Wedgeport.....	576 50
Shelburne.....	4,891 44	Wentworth Centre.....	174 13
Sherbrooke.....	1,684 06	West Arichat.....	641 59
Shinimecas Bridge.....	315 01	West Bay.....	367 62
Ship Harbour.....	405 19	West Branch River John.....	288 95
Shubenacadie.....	3,448 25	Westchester Station.....	938 44
Smith's Cove.....	889 00	West Dublin.....	496 33
Somerset.....	772 60	West Gore.....	422 43
Sonora.....	486 87	West la Have.....	441 28
Southampton.....	490 37	Westport.....	1,090 26
South Brookfield.....	509 60	West Pubnico.....	522 57
South Farnington.....	378 16	West River Station.....	518 66
South Gut of St. Ann's.....	169 43	Westville.....	6,959 08
South Maitland.....	484 84	Weymouth.....	3,244 21
South Ohio.....	1,098 89	Weymouth North.....	662 93
Springfield.....	1,368 30	Whitehead.....	414 43
Spring Hill.....	12,304 03	Whyecocomagh.....	1,033 09
Spring Hill Junction.....	489 26	Williamsdale East.....	126 52
Stake Road.....	838 45	Wilnot Station.....	464 96
Stellarton.....	10,153 29	Windsor.....	18,215 46
Stewiacke.....	3,026 73	Windsor Forks.....	397 38
Strathlorne.....	208 51	Wolfville.....	13,035 06
Summerville.....	391 07	Yarmouth.....	25,253 69
Sunnybrae.....	540 41	Yarmouth North.....	2,367 56
Surette Island.....	202 54	Yarmouth South.....	3,044 52
Sydney.....	*75,156 76	Non-Accounting Post Offices.....	136,467 11
*Divided as follows:—			
Head Office.....	64,959 45		1,359,016 80
Ashby.....	4,301 75	Less—Value of Postage Stamps affixed	
Sydney Subway.....	1,175 00	to Postal Notes.....	1,501 48
Whitney Pier.....	4,720 56		
Sydney Mines.....	10,804 79		1,357,515 32

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Gross Postal Revenue of Accounting Offices—*Continued*

PROVINCE OF NEW BRUNSWICK

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Adamsville.....	333 63	Eel River Crossing.....	847 16
Albert.....	1,128 06	Elgin.....	1,112 04
Alna.....	867 28	Elm Tree.....	578 53
Anagance.....	540 63	Enniskillen Station.....	417 44
Andover.....	1,112 01	Fairhaven.....	181 91
Apohaqui.....	1,436 96	Fairville.....	6,116 51
Aroostook Junction.....	1,115 82	Five Fingers.....	506 75
Arsenault Siding.....	268 00	Florenceville.....	918 12
Atholville.....	531 37	Fredericton.....	67,331 32
Back Bay.....	296 01	Fredericton Junction.....	1,052 90
Baie Verte.....	568 33	Gagetown.....	1,549 45
Baker Brook.....	484 56	Glassville.....	933 64
Balmoral.....	331 69	Grand Anse.....	789 21
Barnaby River.....	767 24	Grand Falls.....	6,407 28
Bass River.....	366 84	Grand Harbour.....	785 89
Bath.....	2,733 13	Great Shemogue.....	227 53
Bathurst.....	13,643 59	Green Point.....	416 29
Bayfield.....	1,112 81	Green River Station.....	617 06
Beaver Harbour.....	553 65	Hampstead.....	594 48
Beechwood.....	137 88	Hampton.....	958 57
Benton.....	868 63	Hampton Station.....	3,194 50
Blackville.....	1,906 13	Harcourt.....	943 86
Blissfield.....	280 80	Hartland.....	5,952 57
Bloomfield Station.....	541 15	Harvey.....	437 41
Boiestown.....	1,494 63	Harvey Station.....	1,387 83
Bristol.....	1,031 08	Hatfield Point.....	910 83
Buctouche.....	2,601 29	Hawkshaw.....	791 17
Burnt Church.....	418 37	Hillsborough.....	2,777 15
Burnt Land Brook.....	123 80	Hopewell Cape.....	496 24
Burt's Corner.....	716 76	Hopewell Hill.....	392 37
Butternut Ridge.....	1,398 51	Hoyt Station.....	657 30
Cambridge.....	653 30	Inkerman.....	486 22
Campbellton.....	21,673 22	Jacquet River.....	1,419 56
Campo Bello.....	672 96	Jemseg.....	321 89
Canaan Station.....	147 28	Kedgwick.....	1,526 16
Canterbury Station.....	1,726 25	Kent Junction.....	382 79
Cape Bald.....	380 90	Keswick Bridge.....	159 82
Cape Tormentine.....	687 27	Kilburn.....	365 28
Caraquet.....	2,765 85	Kingston Royal.....	306 14
Castalia.....	432 57	Kouchibouguac.....	379 98
Centreville.....	2,507 70	Lake Baker.....	360 03
Chamcook.....	355 96	Lakeville.....	839 54
Charlo Station.....	608 70	Lambertville.....	243 56
Chatham.....	14,450 28	Lameque.....	687 77
Chipman.....	2,900 53	Leonardville.....	210 96
Clair.....	657 11	Lepreau.....	740 32
Clifton Kings.....	522 80	Little Shemogue.....	418 20
Cocagne.....	381 43	Loggieville.....	2,553 65
Cody's.....	801 53	Lord's Cove.....	506 73
Coldstream.....	499 03	Lower Caraquet.....	429 85
Cole's Island.....	704 14	Lower Hainesville.....	543 23
College Bridge.....	731 70	Lower Southampton.....	1,183 05
Collette.....	196 03	Ludlow.....	495 07
Collina.....	589 18	McAdam Junction.....	4,388 47
Corn Hill.....	164 43	Marysville.....	2,329 51
Cross Creek.....	971 15	Maugerville.....	534 91
Cumberland Bay.....	610 16	Meductic.....	177 16
Dalhousie.....	5,195 38	Melrose.....	410 00
Debec.....	1,532 98	Memramcook.....	999 32
Doaktown.....	2,280 43	Middle Sackville.....	828 47
Dorchester.....	3,078 60	Midgie Station.....	348 81
Douglastown.....	733 34	Millerton.....	906 16
Durham Bridge.....	494 04	Milltown.....	3,044 57
Durham Centre.....	495 27	Millville.....	791 24
East Bathurst.....	710 03	Minto.....	3,005 53
East Florenceville.....	2,168 13	Moncton.....	*390,746 97
East St. John.....	5,005 57		
Edgett's Landing.....	518 11		
Edmundston.....	13,237 18		

*Divided as follows:—

Head Office.....	82,638 97
Sub-Office No. 1.....	305,681 00

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF NEW BRUNSWICK—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Sub-Office No. 2.....	700 00	Sub-Office No. 1.....	4,879 89
Sub-Office No. 3.....	979 00	Sub-Office No. 2.....	13,359 16
Sub-Office No. 4.....	310 00	Sub-Office No. 3.....	7,751 32
Sub-Office No. 5.....	345 00	Haymarket Square.....	4,869 75
Sub-Office No. 6.....	93 00	Indiantown.....	1,998 62
Moore's Mills.....	706 93	Marsh Bridge.....	2,242 88
Morehouse.....	126 49	Milledgeville.....	1,942 51
Mount Carmel.....	211 81	St. John North.....	16,072 71
Mount Pleasant.....	218 46	St. John West.....	11,600 41
Mouth of Keswick.....	676 53	Sand Point Road.....	26 00
Napudogan.....	319 33	Union Street.....	22,391 27
Narrows.....	219 69	St. Joseph Westmoreland.....	1,761 93
Nash Creek.....	622 17	St. Leolin.....	262 25
Nashwaak Bridge.....	883 31	St. Leonard Station.....	2,430 03
Nashwaaksis.....	395 96	St. Louis de Kent.....	619 97
Nauwigewauk.....	281 95	St. Martin's.....	1,348 93
Neguac.....	459 57	St. Paul's.....	352 07
Newcastle.....	12,687 37	St. Quentin.....	2,435 10
Newcastle Creek.....	261 86	St. Stephen.....	20,498 99
New Mills.....	558 67	Sackville.....	16,843 69
North Devon.....	2,624 07	Salisbury.....	1,541 66
North Head.....	1,625 77	Salmonhurst.....	500 89
Norton.....	2,692 84	Seal Cove.....	843 49
Oak Point.....	301 48	Shediac.....	5,277 73
Oromocto.....	1,247 57	Sheffield.....	165 36
Paquetville.....	499 92	Shippigan.....	1,239 13
Penfield.....	175 72	Shives Athol.....	466 38
Penfield Ridge.....	391 78	Siegas.....	315 18
Penobscuis.....	866 44	South Branch of St. Nicholas River.....	234 06
Perth.....	4,825 55	South Devon.....	2,179 18
Petitcodiac.....	3,225 62	South Nelson.....	1,310 20
Petit Rocher.....	903 71	Springfield Royal.....	377 43
Pinder.....	693 11	Stanley.....	2,203 67
Plaster Rock.....	2,760 23	Stickney.....	282 24
Pointe de Bute.....	917 25	Stonehaven.....	284 08
Port Elgin.....	3,255 24	Sunny Brae.....	1,073 47
Prime.....	148 73	Sussex.....	15,823 99
Prince William.....	447 21	Sussex Corner.....	954 31
Prince William Station.....	421 80	Tabucintac.....	642 80
Quarryville.....	304 61	Taymouth.....	577 78
Queenstown.....	212 33	Tracadie.....	2,172 34
Red Bank.....	759 87	Tracey Station.....	613 17
Renous.....	630 62	Upham.....	323 59
Rexton.....	2,876 24	Upper Gagetown.....	327 06
Richibucto.....	2,621 43	Upper Kent.....	491 59
Riley Brook.....	319 32	Upper Pockmouche.....	422 13
Ripples.....	665 63	Upper Sackville.....	1,001 53
Riverbank.....	71 26	Upper Woodstock.....	419 40
River Charlo.....	455 54	Verret.....	90 29
River de Chute.....	229 45	Victoria.....	1,132 92
River Side.....	864 34	Waterside.....	114 25
Rockland.....	50 74	Welsford.....	909 81
Rogersville.....	1,944 64	West Bathurst.....	2,992 24
Rolling Dam Station.....	1,555 63	Westfield.....	374 23
Rothsay.....	2,297 62	Whitehead.....	276 53
Rusagornis.....	349 88	Wilson's Beach.....	501 84
St. Andrews.....	6,232 96	Windsor.....	106 01
Ste. Anne de Madawaska.....	427 76	Wirral.....	258 29
Ste. Anne du Bocage.....	130 66	Woodstock.....	20,258 27
St. Anthony.....	411 56	Young's Cove Road.....	503 32
St. Basil.....	733 94	Zealand Station.....	351 84
St. Charles.....	198 89	Non-accounting Post Offices.....	87,321 93
St. François de Madawaska.....	534 12		
St. George.....	4,327 88		
St. Isidore.....	287 35		
St. Jacques.....	440 79		
St. John.....	*293,466 96		
*Divided as follows:—			
Head Office.....	206,332 44	Less—Value of Postage Stamps affixed to Postal Notes.....	1,339,200 12 1,369 08
			\$1,237,831 04

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Gross Postal Revenue of Accounting Offices—*Continued*

PROVINCE OF PRINCE EDWARD ISLAND

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Albany.....	1,458 50	Montague.....	5,315 07
Alberton.....	3,642 60	Morell.....	996 22
Annandale Lot 56.....	333 28	Mount Stewart.....	1,609 23
Armada.....	378 15	Murray Harbour.....	1,253 75
Beaton's Mills.....	383 28	Murray River.....	944 23
Bedeque.....	490 70	New Glasgow.....	263 39
Bedford Station.....	294 54	New London.....	537 54
Belfast.....	649 71	New Wiltshire.....	917 38
Bloomfield Station.....	714 73	Northam.....	430 19
Bonshaw.....	439 47	O'Leary Station.....	2,820 75
Breadalbane.....	1,050 82	Peake Station.....	655 47
Bridgetown.....	488 44	Portage Prince.....	359 19
Bristol.....	274 89	Port Borden.....	911 32
Cape Traverse.....	765 52	Pownall.....	326 24
Cardigan.....	1,747 20	Princeton.....	859 04
Central Bedeque.....	755 03	Richmond.....	755 54
Charlottetown.....	64,076 70	St. Louis.....	709 97
Clyde River.....	832 93	St. Mary's Road.....	928 68
Coleman.....	690 26	St. Peter's Bay.....	1,563 95
Conway Station.....	426 97	Souris East.....	4,427 83
Crapaud.....	544 66	Stanley Bridge.....	353 68
East Baltic.....	359 04	Summerside.....	18,896 46
Elmira.....	519 15	Tignish.....	3,155 03
Emerald.....	708 83	Tyne Valley.....	865 76
Fredericton Station.....	359 59	Vernon Bridge.....	513 69
Freetown.....	543 42	Victoria.....	763 38
French River.....	484 70	Wellington Station.....	1,312 64
Georgetown.....	1,414 62	Wood Islands North.....	328 56
Hopfield.....	272 09	Non Accounting Post Offices.....	10,772 54
Howlan.....	462 75		
Hunter's River.....	2,327 20		156,942 90
Kensington.....	3,211 05	Less—Value of Postage Stamps affixed to Postal Notes.....	173 41
Kinkora.....	631 44		
Kinross.....	503 34		156,769 49
Lower Montague.....	310 84		
Miscouche.....	819 74		

PROVINCE OF MANITOBA

Alexander.....	1,606 13	Beresford.....	454 93
Alonsa.....	720 19	Bethany.....	508 91
Altamont.....	1,234 38	Beulah.....	1,910 38
Altoona.....	2,810 74	Bield.....	417 86
Amaranth.....	711 09	Binsearth.....	2,585 74
Angusville.....	1,499 78	Birch River.....	712 76
Arborg.....	1,935 46	Bird's Hill.....	456 07
Arlen.....	1,954 77	Birnie.....	819 20
Argyle.....	337 90	Birtle.....	4,079 18
Arnaud.....	769 81	Boissevain.....	5,108 12
Arrow River.....	539 69	Bowman River.....	2,932 68
Ashern.....	1,688 61	Bradwardine.....	788 48
Ashville.....	373 11	Brandon.....	111,691 71
Aubigny.....	195 37	Broad Valley.....	398 82
Austin.....	1,710 68	Brookdale.....	1,031 41
Bagot.....	536 74	Broomhill.....	343 52
Baldur.....	2,023 66	Brunkild.....	610 41
Balmoral.....	892 23	Bruxelles.....	462 27
Bannerman.....	362 73	Buncloody.....	221 74
Barrows.....	997 29	Butler Station.....	270 54
Basswood.....	1,753 87	Cameron.....	115 51
Beaman.....	127 61	Camper.....	685 69
Beauséjour.....	2,656 97	Carberry.....	4,598 29
Beaver.....	296 43	Cardale.....	836 23
Belmont.....	2,499 25	Cardinal.....	318 60
Benito.....	2,693 20	Carman.....	8,677 48

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF MANITOBA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Carnegie.....	205 59	Greenway.....	752 35
Carroll.....	801 13	Gregg.....	292 60
Cartwright.....	2,596 43	Gretna.....	1,992 69
Chatfield.....	470 24	Griswold.....	1,400 42
Clandeboye.....	651 70	Guntton.....	490 20
Clan William.....	1,449 33	Hamiota.....	3,815 24
Clear Water.....	884 96	Harcus.....	202 64
Cordova.....	285 59	Harding.....	537 39
Coulter.....	335 13	Hargrave.....	318 08
Cracknell.....	96 96	Harrowby.....	432 57
Crandall.....	1,397 06	Harte Station.....	288 84
Cromer.....	651 22	Hartney.....	3,776 83
Crystal City.....	2,664 28	Haskett.....	555 19
Cypress River.....	1,847 78	Hayfield.....	387 62
Dand.....	500 22	Haywood.....	652 81
Darlingford.....	1,887 54	Headingly.....	1,308 85
Dauphin.....	23,667 47	High Bluff.....	1,101 59
Decker.....	631 51	Hilton.....	294 53
Deepdale.....	679 08	Hodgson.....	689 49
Deer Horn.....	339 86	Holland.....	3,995 32
Deleau.....	521 97	Homewood.....	416 47
Deloraine.....	4,881 69	Holmfild.....	1,054 96
Desford.....	349 41	Hulton.....	1,880 19
Dominion City.....	1,695 95	Icelandic River.....	1,518 81
Douglas Station.....	713 73	Ingelow.....	215 61
Dropmore.....	640 91	Inglis.....	822 36
Dunrea.....	1,073 69	Inwood.....	1,382 50
Durban.....	1,627 62	Isabella.....	593 90
East Selkirk.....	423 90	Janow.....	813 76
Ebor.....	345 55	Justice.....	459 03
Eden.....	1,041 20	Kaleida.....	287 60
Edrans.....	519 89	Katrine.....	300 82
Elgin.....	2,358 09	Kavende.....	1,570 76
Elie.....	918 07	Kelloe.....	732 57
Elkhorn.....	3,343 52	Kelwood.....	1,887 97
Elm Creek.....	2,579 73	Kennay.....	219 81
Elphinstone.....	1,391 01	Kenton.....	1,369 18
Elva.....	629 54	Kenville.....	1,179 90
Emerson.....	3,996 86	Keyes.....	523 58
Erickson.....	1,503 53	Killarney.....	5,493 23
Ericksdale.....	2,075 26	Kirkella.....	442 38
Erinview.....	231 96	Kirkfield Park.....	550 84
Ethelbert.....	1,801 72	Komarno.....	436 24
Ewart.....	333 93	La Broquerie.....	625 96
Fairfax.....	404 90	Lac du Bonnet.....	1,722 44
Fairford.....	425 27	Langruth.....	1,352 48
Fannystelle.....	748 02	Lariviere.....	1,480 62
Firdale.....	239 75	La Salle.....	358 69
Fisher Branch.....	1,216 68	Lauder.....	1,121 23
Fork River.....	1,114 59	Laurier.....	1,046 49
Forrest Station.....	417 24	Lavenham.....	349 50
Foxwarren.....	2,471 78	Lena.....	373 69
Franklin.....	1,312 23	Lenore.....	1,357 02
Gardenton.....	501 49	Letellier.....	1,527 61
Garland.....	451 83	Loretto.....	518 71
Garson Quarry.....	365 44	Lowe Farm.....	711 17
Gilbert Plains.....	5,333 38	Lundar.....	1,851 36
Gimli.....	1,854 96	Lyleton.....	1,273 21
Giroux.....	618 09	McAuley.....	1,447 40
Gladstone.....	4,756 51	McConnell.....	622 78
Glenboro.....	3,039 50	McCreary.....	3,179 39
Glenella.....	1,961 85	Macdonald.....	647 90
Glencairn.....	240 52	Macgregor.....	3,379 77
Glenora.....	414 70	Magnet.....	383 38
Goodlands.....	793 10	Makaroff.....	560 71
Grande Clairière.....	518 17	Makinak.....	1,045 36
Grand View.....	4,953 71	Manitou.....	4,208 51
Graysville.....	710 91	Manson.....	626 89
Green Ridge.....	282 44	Mariapolis.....	991 46

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF MANITOBA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Marquette.....	627 61	Rosburn.....	2,416 46
Mather.....	978 24	Rosscendale.....	586 92
Mayfield Station.....	197 69	Rounthwaite.....	625 36
Medora.....	791 81	Russell.....	5 994 38
Melita.....	4,564 81	Ste. Agathe.....	860 04
Miami.....	2,156 55	St. Alphonse.....	253 87
Millwood.....	313 64	Ste. Amelie.....	269 21
Miniota.....	2,398 01	Ste. Anne des Chênes.....	1,678 44
Minitonas.....	1,773 54	St. Claude.....	1,412 93
Minnedosa.....	9,469 73	St. Jean Baptiste.....	1,314 17
Minto.....	1,504 90	St. Laurent.....	737 40
Moline.....	437 33	St. Lazare.....	661 35
Moorepark.....	523 80	St. Norbert.....	1,212 74
Morden.....	7,790 86	St. Pierre Jolys.....	1,887 19
Morris.....	3,551 80	Ste. Rose du Lac.....	2,576 95
Mountainside.....	284 33	Sandy Lake.....	1,261 61
Mowbray.....	309 16	Sanford.....	1,113 01
Muir.....	212 53	Scandinavia.....	118 29
Mulvihill.....	851 72	Selkirk.....	9,320 80
Myrtle.....	605 74	Shellmouth.....	923 94
Napinka.....	1,788 22	Shoal Lake.....	5 717 19
Narcisse.....	461 16	Sidney.....	1,308 77
Neelin.....	563 01	Sifton.....	3,129 30
Neepawa.....	11,947 79	Silverton Station.....	392 84
Nesbitt.....	900 09	Sinclair Station.....	893 08
Newdale.....	2,410 76	Snow Flake.....	1,076 51
Ninette.....	3,936 08	Solsgirth.....	1,346 35
Ninga.....	1,485 65	Somerset.....	2,031 68
Niverville.....	519 21	Souris.....	8,044 76
Norgate.....	280 44	Sperling.....	1,977 30
Notre-Dame de Lourdes.....	1,231 96	Sprague.....	587 41
Oak Bank.....	690 72	Starbuck.....	1,930 39
Oakburn.....	1,831 56	Steeppock.....	520 72
Oak Lake.....	3,084 36	Steinbach.....	1,976 20
Oak Point.....	587 18	Stephenfield.....	195 19
Oak River.....	1,901 71	Stockton.....	599 02
Oberon.....	353 09	Stonewall.....	4,757 11
Ochre River.....	1,764 32	Stony Mountain.....	695 62
Otterburne.....	2,443 97	Strathclair.....	2,577 53
Petersfield.....	644 90	Stuartburn.....	357 80
Pettapiece.....	285 93	Swan Lake.....	1,748 51
Pierson.....	1,384 25	Swan River.....	6,412 81
Pilot Mound.....	3,397 50	Teulon.....	2,228 12
Pinawa.....	244 16	The Pas.....	9,047 49
Piney.....	393 71	Thornhill.....	567 75
Pipestone.....	1,779 34	Tilston.....	1,085 23
Plumas.....	2,019 59	Transcona.....	5,872 17
Plum Coulee.....	1,951 08	Treesbank.....	580 58
Pointe du Bois.....	437 15	Treherne.....	3,820 70
Pope.....	305 53	Tuxedo.....	462 02
Poplarfield.....	399 33	Two Creeks.....	446 63
Poplar Point.....	672 51	Tyndall.....	578 92
Portage la Prairie.....	35,336 37	Underhill.....	183 57
Purves.....	418 56	Valley River.....	528 70
Rapid City.....	4,235 36	Virden.....	10,089 65
Rathwell.....	1,637 08	Vista.....	512 02
Reaburn.....	270 67	Vita.....	862 16
Regent.....	500 26	Wakopa.....	270 24
Reston.....	4 137 43	Warrenton.....	495 49
Ridgeville.....	679 62	Waskada.....	1,872 59
Riding Mountain.....	521 65	Wawanesa.....	10,937 86
Rivers.....	2,956 45	Wellwood.....	1,011 65
Roblin.....	4,033 53	Westbourne.....	951 39
Roland.....	2,963 49	Wheatland.....	213 01
Rorketon.....	362 15	Whitemouth.....	1,209 33
Rosebank.....	612 03	Whitewater.....	297 97
Roseisle.....	706 53	Willen.....	370 10
Rosenfeld.....	902 67	Winkler.....	2,990 75

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF MANITOBA—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Winnipeg.....	*2,935,057 17	Sub-Office No. 25.....	908 45
*Divided as follows:—		Sub-Office No. 26.....	1,274 12
Head Office.....	1,510,941 55	Sub-Office No. 27.....	5,183 58
Station B.....	35,368 80	Derry.....	25 00
Station C.....	12,400 03	Dickens.....	1,713 00
Station D.....	17,968 06	East Kildonan.....	416 50
Station K.....	6,352 83	Fort Rouge.....	4,735 81
Sub-Office No. 3.....	17,141 25	Inkster.....	6,061 36
Sub-Office No. 4.....	43,753 67	Karnac.....	1,367 68
Sub-Office No. 5.....	13,397 67	Kildonan West.....	2,852 88
Sub-Office No. 6.....	18,888 37	King Edward.....	2,772 12
Sub-Office No. 7.....	562 18	Louise Bridge.....	10,135 67
Sub-Office No. 8.....	3,238 90	Morse Place.....	255 80
Sub-Office No. 9.....	9,537 19	Norwood Grove.....	19,306 39
Sub-Office No. 10.....	22,218 26	St. Boniface.....	22,822 80
Sub-Office No. 11.....	3,822 39	St. Vital.....	1,152 35
Sub-Office No. 12.....	5,625 82	Sturgeon Creek.....	327 19
Sub-Office No. 13.....	6,782 60	Winnipeg Beach.....	2,502 36
Sub-Office No. 14.....	7,281 26	Winnipegosis.....	2,541 46
Sub-Office No. 15.....	11,461 00	Woodlands.....	710 61
Sub-Office No. 16.....	192 94	Woodnorth.....	742 55
Sub-Office No. 17.....	6,132 60	Non-accounting Post Offices.....	53,255 37
Sub-Office No. 18.....	4,903 00		3,713,245 21
Sub-Office No. 19.....	7,286 50	LESS—Value of Postage Stamps affixed	
Sub-Office No. 20.....	3,146 46	to Postal Notes.....	4,102 45
Sub-Office No. 21.....	6,972 75		3,709,142 76
Sub-Office No. 22.....	5,874 71		
Sub-Office No. 23.....	1,120,640 00		
Sub-Office No. 24.....	1,850 68		

PROVINCE OF SASKATCHEWAN

Abbey.....	2,695 11	Aylesbury.....	2,018 80
Aberdeen.....	2,029 99	Bagley.....	334 49
Abernethy.....	2,562 34	Baldon.....	378 58
Adanac.....	1,141 57	Balcarres.....	3,692 47
Admiral.....	2,755 98	Balgownie.....	1,610 59
Aiktow.....	377 71	Bangor.....	927 66
Alameda.....	2,449 63	Barbour.....	131 34
Albertville.....	279 44	Baring.....	243 90
Alida.....	928 13	Bateman.....	1,469 24
Allan.....	2,198 50	Battleford.....	9,736 83
Alsask.....	3,110 84	Beadle.....	591 78
Amazon.....	330 62	Beatty.....	1,166 70
Amsterdam.....	214 67	Beaufield.....	267 05
Amulet.....	988 14	Beechy.....	1,434 70
Anerley.....	395 79	Belle Plaine.....	781 36
Aneroid.....	3,627 64	Bender.....	447 71
Anglia.....	787 09	Bengough.....	2,814 03
Annahaim.....	582 08	Benson.....	985 47
Antelope.....	863 25	Bethune.....	2,198 93
Antler.....	1,546 67	Beverley Station.....	449 93
Arborsfield.....	368 34	Bienfait.....	2,588 83
Arcola.....	5,799 33	Biggar.....	8,734 98
Ardath.....	1,451 74	Big River.....	1,312 28
Ardill.....	472 56	Birch Hills.....	3,210 50
Argo.....	363 11	Birsay.....	1,462 98
Arran.....	1,628 84	Bjorkdale.....	178 88
Artland.....	1,183 42	Bladworth.....	2,364 89
Asquith.....	2,388 59	Blaine Lake.....	2,843 35
Assiniboia.....	10,126 04	Blucher.....	737 16
Atwater.....	883 52	Blumenhof.....	541 40
Avonhurst.....	446 48	Boharm.....	526 61
Avonlea.....	2,915 93	Borden.....	2,205 00

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF SASKATCHEWAN—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Bounty.....	1,496 62	Crichton.....	410 45
Bradwell.....	1,391 17	Crooked River.....	478 27
Brancepeeth.....	388 30	Cudworth.....	2,251 15
Bratton.....	304 05	Cupar.....	3,718 59
Bredenbury.....	2,027 14	Cut Knife.....	2,215 33
Bresaylor.....	392 65	Cymric.....	1,006 16
Bridgeford.....	746 07	Dafoe.....	1,494 20
Briercrest.....	1,918 19	Dalmeny.....	680 61
Broadacres.....	651 33	Dana.....	1,620 21
Broadview.....	4,602 58	D'Arcy Station.....	853 23
Brock.....	2,292 49	Darmody.....	684 00
Broderick.....	1,990 84	Davidson.....	6,000 75
Bromhead.....	1,874 21	Davin.....	473 52
Brooking.....	248 25	Davis.....	265 10
Brooksby.....	963 40	Daylesford.....	325 14
Browning.....	424 39	Daysville.....	111 37
Brownlee.....	2,141 94	Dead Moose Lake.....	484 87
Bruno.....	2,978 88	Debden.....	1,337 40
Buchanan.....	2,615 29	Delisle.....	3,086 44
Buffalo Head.....	326 47	Delmas.....	729 31
Bulyea.....	1,522 60	Demaine.....	918 51
Burshall.....	2,034 79	Denholm.....	1,185 16
Buttress.....	248 29	Denzil.....	2,051 63
Cabri.....	5,753 01	Dewar Lake.....	447 36
Cadillac.....	2,703 41	Dilke.....	1,076 68
Calder Station.....	1,654 87	Dinsmore.....	2,319 52
Candiac Station.....	860 12	Lisley.....	783 87
Cando.....	830 80	Dodsland.....	1,949 50
Canora.....	6,840 23	Dollard.....	1,579 98
Cantuar.....	523 36	Domremy.....	1,205 41
Canwood.....	2,252 87	Donavon.....	795 16
Carievale.....	1,653 82	Donwell.....	273 69
Carlton.....	234 88	Drake.....	2,121 21
Carlyle.....	4,035 27	Drinkwater.....	2,095 08
Carmel Station.....	1,176 68	Driver.....	800 23
Carmichael.....	1,233 77	Druid.....	922 35
Carnduff.....	4,061 15	Dubue.....	2,160 90
Caron.....	1,931 94	Duck Lake.....	2,151 94
Carruthers.....	1,362 66	Duff.....	688 98
Cavell.....	457 41	Dumas.....	477 94
Cedoux.....	555 77	Dummer.....	1,030 81
Central Butte.....	2,551 21	Dunblane.....	944 17
Ceylon Station.....	2,338 92	Dundurn.....	2,369 10
Chamberlain.....	1,422 01	Dunfermline.....	300 04
Chaplin.....	2,732 82	Dunkirk.....	685 16
Charlotte.....	89 03	Duval.....	1,844 26
Churchbridge.....	1,646 57	Dysart.....	1,719 45
Clair.....	1,061 87	Earl Grey.....	2,505 87
Clavet.....	375 41	East End.....	4,369 24
Claybank.....	1,024 96	Eatonia.....	2,113 94
Claydon.....	178 85	Ebenzer.....	556 15
Cleaves.....	353 23	Echo.....	180 77
Climax.....	1,657 47	Edam.....	2,160 16
Cloan.....	177 26	Edenwold.....	1,104 86
Clouston.....	729 82	Edgeley.....	573 22
Cochin.....	209 02	Elbow.....	2,774 16
Coderre.....	486 10	Eldersley.....	1,453 16
Coleville.....	957 41	Eldred.....	266 25
Colfax.....	640 63	Elfros.....	2,751 33
Colgate.....	1,183 72	Elrose.....	3,327 03
Colonsay.....	1,866 81	Elstow.....	1,761 18
Congress.....	855 26	Englefeld.....	939 35
Conquest.....	2,732 63	Ernfold.....	1,737 80
Consul.....	821 82	Esk.....	303 76
Corinne.....	403 12	Eskbank.....	447 68
Craik.....	5,011 32	Esterhazy.....	2,863 52
Craven.....	1,419 04	Estevan.....	19,497 14
Creelman.....	2,530 98	Estlin.....	436 77
Crestwynd.....	523 94	Eston.....	3,215 45

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF SASKATCHEWAN—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue cts.
Estuary.....	725 68	Hearne.....	547 45
Ettington.....	347 37	Henribourg.....	293 60
Evesham.....	1,112 06	Hepburn.....	1,161 32
Expanse.....	1,171 97	Herbert.....	5,880 02
Eye brow.....	2,165 90	Herschel.....	2,003 04
Eyre.....	324 54	Heward.....	1,529 00
Fairlight Station.....	1,332 90	Hirsch.....	523 84
Fairmount Station.....	478 51	Hitchcock.....	278 38
Fenton.....	279 37	Hodgeville.....	2,371 13
Fenwood.....	796 71	Hoey.....	1,373 71
Fertile.....	232 40	Holbein.....	345 07
Fielding.....	1,612 06	Holfast.....	1,937 19
Fillmore.....	2,605 47	Hoosier.....	711 31
Findlater.....	1,061 55	Horizon.....	996 36
Fiske.....	1,672 65	Hubbard.....	969 08
Flaxcombe.....	1,419 43	Hudson Bay Junction.....	2,236 85
Fleming.....	1,746 23	Hughton.....	1,634 48
Foam Lake.....	4,322 80	Humboldt.....	12,819 43
Forgan.....	648 95	Huntoon.....	372 95
Forget.....	1 522 15	Hyas.....	864 30
Fort Pitt.....	176 89	Imperial.....	3,619 42
Fort Qu'Appelle.....	5,984 94	Indian Head.....	8,065 86
Forward.....	495 18	Insinger.....	992 56
Fox Valley.....	241 29	Instow.....	798 59
Francis.....	1,900 56	Invermay.....	1,747 48
Frobisher.....	1,375 00	Ituna.....	2,595 96
Frontier.....	429 46	Jansen.....	2,598 98
Froude.....	693 39	Jasmin.....	519 66
Fry's.....	354 91	Juniata.....	328 04
Fusilier.....	808 15	Kamsack.....	8,332 03
Gainsborough.....	2,260 84	Kandahar.....	1,536 60
Gerald.....	527 64	Keddleston.....	937 79
Gibbs.....	356 65	Keeler.....	1,463 34
Gilroy.....	623 55	Kelfield.....	1,035 77
Girvin.....	1,935 22	Kelliher.....	3,105 27
Glasnevin.....	231 34	Kelso Station.....	602 28
Glenavon.....	2,008 08	Kelvington.....	3,168 80
Glen Ewen.....	1,353 01	Kenaston.....	2,254 06
Glenside.....	1,897 81	Kendal Station.....	893 02
Glidden.....	1,419 94	Kennedy.....	2,110 26
Goodeve.....	1,634 13	Keppel.....	586 98
Goodwater.....	1,137 12	Kerr Robert.....	9,208 84
Gorlitz.....	320 24	Keystown.....	467 20
Gouverneur.....	465 10	Khedive.....	1,063 64
Govan.....	5,356 74	Killaly.....	835 36
Govenlock.....	500 66	Kineaid.....	3,857 22
Grand Coulee.....	618 73	Kindersley.....	8,486 99
Grandora.....	294 96	Kinistino.....	4,006 21
Gravelbourg.....	7,899 81	Kinley.....	1,414 08
Gray.....	1,033 41	Kipling Station.....	3,580 35
Grayson.....	1,487 18	Kisbey.....	2,428 54
Greenan.....	399 10	Kronau.....	823 81
Grenfell.....	5,755 11	Krydor.....	1,026 59
Griffin.....	1,496 53	Kuest.....	239 62
Guernsey.....	2,117 17	Kuroki.....	1,099 18
Gull Lake.....	7,603 49	Lac Vert.....	386 20
Hafford.....	2,398 54	Ladstock.....	174 90
Hague.....	1,533 98	Lafleche.....	3,886 08
Halbrite.....	1,408 84	Laird.....	1,459 63
Hamton Station.....	382 48	Lajord.....	966 32
Handel.....	1,299 64	Lake Valley.....	395 34
Hanley.....	4,237 93	Lampman.....	1,970 97
Hardy.....	1,005 15	Lancer.....	2,127 96
Harris.....	2,992 15	Landis.....	1,884 68
Hatton.....	2,271 69	Lang.....	2,740 47
Hawarden.....	2,560 68	Langbank.....	611 04
Hazel Cliffe.....	477 80	Langenburg.....	2,648 79
Hazel Dell.....	301 85	Langham.....	3,045 87
Hazenmore.....	2,650 58	Lanigan.....	4,103 27

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF SASKATCHEWAN—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Lashburn.....	3,037 69	Merid.....	394 16
Laura.....	1,140 08	Mervin.....	1,904 56
Lawson.....	1,323 00	Meskanaw.....	326 74
Leader.....	5,143 41	Meyronne.....	3,456 08
Leask.....	2,685 59	Midale.....	2,119 50
Lebret.....	1,139 48	Mikado.....	910 39
Leipzig.....	731 71	Milden.....	2,747 00
Lemberg.....	3,001 20	Milestone.....	3,664 52
Lemsford.....	1,037 17	Millerdale.....	360 44
Lenora Lake.....	1,565 46	Mistawasis.....	283 56
Lency.....	1,148 32	Mitchellton.....	861 04
Leofeld.....	90 68	Montmartre.....	2,818 56
Leofnard.....	158 20	Moose Jaw.....	*138,838 65
Leross.....	718 96	*Divided as follows:—	
Leroy.....	984 34	Head Office.....	137,761 24
Leslie Station.....	1,549 87	Sub Office No. 1.....	1,077 41
Lestock Station.....	2,209 41	Moosomin.....	10,171 77
Lewvan.....	1,090 98	Moreland.....	54 96
Liberty.....	1,994 98	Morse.....	4,107 59
Limerick.....	4,156 19	Mortlach.....	3,963 51
Lintlaw.....	985 21	Mossbank.....	3,277 50
Lipton.....	2,383 08	Mozart.....	888 73
Lloydminster.....	10,806 92	Muenster.....	1,812 02
Lockwood.....	1,912 43	Naicam.....	2,587 72
Loreburn.....	2,357 29	Naisberry.....	335 64
Lorlie.....	601 89	Naseby.....	612 06
Lovat Station.....	437 11	Neptune.....	292 33
Loverna.....	2,900 45	Netherhill.....	1,088 75
Lucky Lake.....	2,466 95	Neudorf.....	2,171 51
Lumsden.....	2,624 46	Neville.....	2,082 96
Luseland.....	3,272 56	Nipawin.....	1,176 02
Lydden.....	533 13	Nokomis.....	4,692 01
McCord.....	298 77	Norbury.....	211 41
McGee.....	845 57	Norquay.....	2,319 55
McLean.....	995 35	North Battleford.....	26,442 21
McTaggart.....	815 54	Northgate.....	216 60
Macdowall.....	681 22	North Portal.....	1,318 49
Macklin.....	3,857 14	North Regina.....	514 41
MacNutt.....	1,287 74	Nottingham.....	199 44
Macoun.....	1,963 44	Nut Mountain.....	327 41
Macrorie.....	1,805 42	Oakshela.....	336 38
Madison.....	1,259 71	Odessa Station.....	1,284 88
Maidstone.....	2,628 09	Ogema.....	4,135 03
Mair.....	283 84	Onion Lake.....	586 39
Major.....	1,368 21	Onward.....	258 85
Manor.....	2,126 76	Oreadia.....	155 60
Mantario.....	834 94	Ormaux.....	61 22
Maple Creek.....	10,610 97	Orniston.....	124 66
Marcelin.....	1,940 12	Osage.....	1,483 62
Marchwell.....	786 86	Osler.....	561 62
Marengo.....	1,248 58	Otthon.....	604 40
Margo.....	1,409 24	Outlook.....	5,228 66
Markinch.....	1,652 41	Outram Station.....	356 33
Marquis.....	1,568 17	Oxbow.....	4,335 48
Marsden.....	443 37	Paddockwood.....	336 48
Marshall.....	1,673 66	Palmer.....	1,254 00
Maryfield.....	2,590 78	Pambrun.....	925 18
Mawer.....	1,194 21	Pangman.....	1,660 99
Maxin.....	397 47	Paradise Hill.....	234 55
Maymont.....	2,055 58	Parkbeg.....	1,077 27
Mazenod.....	1,854 92	Parkman.....	421 82
Meacham.....	1,441 97	Parkside.....	1,541 95
Medstead.....	282 32	Parry.....	491 63
Melaval.....	911 01	Pasqua.....	1,146 37
Melfort.....	13,030 73	Paswegin.....	410 16
Melville.....	14,018 80	Pathlow.....	1,157 91
Mendham.....	1,242 31	Paynton.....	1,529 94
Mennon.....	350 71	Pelly.....	1,870 76
Meota.....	2,146 14	Pennant Station.....	2,157 54

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GROSS Postal Revenue of Accounting Offices—*Continued*PROVINCE OF SASKATCHEWAN—*Continued*

Name of Office	Revenue	Name of Office	Revenue
	\$ cts.		\$ cts.
Pense.....	2,226 27	St. Brieux.....	1,841 07
Penzance.....	1,121 47	St. Gregor.....	946 60
Percival.....	356 52	St. Hippolyte.....	205 19
Perdue.....	3,843 70	St. Hubert Mission.....	119 52
Phippen.....	634 08	St. Louis.....	680 70
Piapot.....	3,145 77	St. Walburg.....	2,032 20
Pilot Butte.....	313 41	Salteoats.....	3,476 82
Pinkham.....	890 16	Salvador.....	2,457 95
Plato.....	1,900 02	Saskatchewan Landing.....	228 83
Pleasantdale.....	1,303 98	Saskatoon.....	*267,250 05
Plenty.....	1,677 04	*Divided as follows:—	
Plunkett.....	1,360 10	Head Office.....	248,388 63
Ponteix.....	3,947 46	Sub Office No. 1.....	6,205 53
Portreeve.....	927 66	Sub Office No. 2.....	5,607 73
Prairie River.....	520 10	Sub Office No. 3.....	1,111 50
Preceville.....	2,827 53	Sub Office No. 4.....	831 35
Prelate.....	3,417 82	Sub Office No. 5.....	2,390 07
Primate.....	1,209 39	Sub Office No. 7.....	492 12
Prince.....	686 79	Sub Office No. 8.....	475 57
Prince Albert.....	47,906 74	University Sub Office.....	1,747 55
Prud'homme.....	1,513 85	Sceptre.....	2,755 09
Punnichy.....	3,267 26	Scotsguard.....	1,809 70
Qu'Appelle.....	3,886 94	Scott.....	2,197 46
Quill Lake.....	3,026 39	Secretan.....	459 46
Quinton.....	653 06	Sedley.....	1,536 83
Rabbit Lake.....	609 58	Semans.....	4,626 20
Radisson.....	3,529 72	Senate.....	507 34
Radville.....	4,364 18	Senlac.....	1,834 04
Rainton.....	131 15	Shackleton.....	1,486 26
Rama.....	645 83	Shaunavon.....	12,454 13
Ravenscrag.....	906 82	Sheho.....	2,377 64
Raymore.....	2,906 16	Shell Brook.....	4,284 92
Readlyn.....	2,318 17	Sidewood.....	438 06
Red Deer Hill.....	305 21	Silton.....	1,417 00
Redvers.....	2,059 34	Simpson.....	2,601 22
Regina.....	*712,012 45	Sintaluta.....	2,599 52
*Divided as follows:—		Sinley.....	1,346 31
Head Office.....	439,228 44	Southey.....	2,733 80
Sub Office No. 1.....	250,095 00	South Fork.....	535 06
Sub Office No. 2.....	272 50	Sovereign.....	1,940 08
Sub Office No. 3.....	17,903 52	Spalding.....	1,137 59
Sub Office No. 5.....	3,758 50	Speers.....	1,502 51
North Annex.....	754 49	Springside.....	1,818 02
Regina Beach.....	1,007 21	Spring Valley.....	1,467 47
Renown.....	866 33	Springwater.....	1,422 48
Revenue.....	386 23	Spruce Lake.....	1,239 28
Rhein.....	1,428 25	Spy Hill.....	1,329 01
Riceton.....	955 13	Stalwart.....	1,179 54
Richard.....	1,830 98	Star City.....	4,229 38
Richardson Station.....	754 01	Steelman.....	192 87
Richlea.....	1,187 31	Stenen.....	1,880 80
Richmond.....	369 73	Stockholm.....	2,235 25
Ridgedale.....	2,457 66	Stone.....	403 27
Ritchie.....	233 45	Stony Beach.....	778 59
Riverhurst.....	2,584 06	Stornoway.....	808 44
Robart.....	1,106 77	Storthoaks.....	796 01
Rocanville.....	3,672 65	Stoughton.....	3,411 12
Roche Percée.....	361 56	Stranraer.....	1,057 71
Rock Haven.....	1,097 21	Strasbourg Station.....	4,486 45
Rokeyby Station.....	446 48	Strongfield.....	1,677 59
Rosetown.....	9,390 98	Sturgeon Valley.....	348 34
Rosthern.....	6,429 72	Turgis.....	1,235 52
Rouleau.....	4,893 10	Success.....	1,666 11
Ruddell.....	1,271 61	Summerberry.....	1,001 21
Runnymede.....	474 83	Superb.....	630 22
Rush Lake.....	1,870 92	Surbiton.....	269 20
Ruthilda.....	961 83	Sutherland.....	2,029 60
Rutland Station.....	662 27	Swanson.....	758 25
St. Boswells.....	1,638 10	Swift Current.....	33,616 05

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF SASKATCHEWAN—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Tadmore.....	414 36	Waldheim.....	1,707 74
Tako.....	228 81	Waldron.....	1,320 04
Talmage.....	376 40	Walpole.....	588 57
Tantallon.....	1,737 21	Wapella.....	3,674 57
Tate.....	874 83	Warnan.....	637 62
Tatsfield.....	303 51	Wartime.....	688 06
Taylorlton.....	773 71	Waseca.....	1,510 54
Tessier.....	1,641 09	Watrous.....	7,028 86
Theodore.....	2,408 82	Watson.....	3,698 02
Tichfield.....	365 22	Wauchope.....	881 22
Tilney.....	323 40	Wawota.....	2,248 17
Tisdale.....	7,059 65	Webb.....	3,655 78
Togo.....	2,213 50	Weldon.....	1,584 98
Tompkins.....	3,992 14	Welwyn.....	1,737 70
Torquay.....	1,120 86	Weyburn.....	31,460 57
Tramping Lake.....	1,473 76	White Bear.....	494 86
Traynor.....	609 68	Whitewood.....	3,934 06
Tregarva.....	460 32	Wilcox.....	3,559 57
Tribune.....	1,945 39	Wilkie.....	7,303 04
Trossachs.....	833 68	Willmar Station.....	679 79
Truax.....	1,764 91	Willowbrook.....	1,274 38
Tuberosa.....	455 41	Willow Bunch.....	3,410 93
Tuffnell.....	553 24	Willows.....	698 20
Tugaske.....	2,600 63	Windthorst.....	2,659 03
Turtleford.....	3,016 26	Winter.....	802 23
Tuxford.....	2,242 09	Wiseton.....	1,865 81
Tway.....	102 22	Wolfe.....	345 75
Tyvan.....	1,420 52	Wolseley.....	6,686 46
Unity.....	7,479 81	Wood Mountain.....	658 78
Uren.....	349 88	Woodrow.....	2,716 27
Valor.....	791 52	Wroton.....	889 36
Valparaiso.....	1,074 45	Wymark.....	1,731 97
Vandura.....	334 78	Wynyard.....	6,157 44
Vanguard.....	4,103 81	Yarbo.....	296 57
Vansey.....	956 97	Yellow Grass.....	4,319 97
Vantage.....	1,177 38	Yonker.....	246 90
Vawn.....	653 22	Yorkton.....	36,650 53
Venn.....	1,490 00	Young.....	3,758 51
Vera.....	476 46	Zealandia.....	2,281 61
Verigin.....	2,077 62	Zehner.....	1,408 23
Verwood.....	2,975 15	Zelma.....	1,060 98
Vibank.....	1,239 31	Zeneta.....	278 89
Viceroy.....	2,474 36	Non-accounting Post Offices.....	65,024 31
Vidora.....	1,430 97		
Viewfield.....	292 71		
Viscount.....	3,797 50		
Vonda.....	2,971 01	Less—Value of Postage Stamps affixed to Postal Notes.....	2,880 28
Wadena.....	5,330 89		
Wakaw.....	3,370 24		
Waldeck.....	1,440 54		
			2,604,136 00

PROVINCE OF ALBERTA

Acadia Valley.....	569 68	Amisk.....	949 68
Acme.....	2,421 64	Andrew.....	337 52
Aerial.....	361 48	Angle Lake.....	185 21
Aetna.....	124 19	Ankerton.....	144 57
Airdrie.....	1,400 68	Anselmo.....	111 82
Alcomdale.....	355 70	Ardenode.....	205 86
Alderson.....	1,013 24	Ardley.....	436 71
Aldersyde.....	668 88	Ardrossan.....	473 77
Alhambra.....	598 79	Armada.....	149 71
Alix.....	3,167 04	Armena.....	88 80
Alliance.....	2,923 27	Ashmont.....	728 93
Altario.....	902 39	Athabaska.....	2,668 35

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GROSS Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ALBERTA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Atlee.....	614 50	Sub-Office No. 15.....	398 00
Banff.....	16,529 04	Sub-Office No. 16.....	232 50
Bankhead.....	364 81	Sub-Office No. 17.....	7,991 85
Barons.....	3,109 13	Sub-Office No. 20.....	17,585 61
Barrhead.....	533 67	Sub-Office No. 21.....	2,381 08
Bashaw.....	3,276 35	Sub-Office No. 22.....	744 94
Bassano.....	5,498 73	Sub-Office No. 23.....	93 30
Battle Lake.....	106 36	Sub-Office No. 24.....	1,068 13
Bawlf.....	1,857 19	Sub-Office No. 25.....	319 77
Beaumont.....	294 08	Sub-Office No. 26.....	1,305 23
Beaverlodge.....	999 84	Calmar.....	464 39
Beaver Mines.....	331 65	Camrose.....	14,789 06
Beiseker.....	2,002 51	Canmore.....	2,912 48
Bellevue.....	3,360 96	Carbon.....	3,236 51
Bellis.....	1,093 39	Cardiff.....	469 12
Benalto.....	579 16	Cardston.....	7,497 91
Bentley.....	2,266 24	Carmangay.....	2,823 64
Benton Station.....	530 12	Caroline.....	266 13
Berry Creek.....	159 56	Carolside.....	301 83
Berwyn.....	1,670 03	Carseland.....	1,266 81
Beverley.....	1,908 78	Carstairs.....	3,887 11
Beynon.....	461 98	Carvel Station.....	294 44
Big Valley.....	4,169 59	Cassils.....	485 79
Bindloss.....	1,321 75	Castor.....	4,653 83
Bittern Lake.....	696 96	Cavendish.....	367 75
Black Diamond.....	389 89	Cayley.....	1,765 72
Blackfalds.....	1,006 20	Cereal.....	3,168 75
Blackfoot.....	469 68	Cessford.....	595 14
Blackie.....	2,912 46	Champion.....	3,484 28
Blairmore.....	7,539 60	Chancellor.....	650 27
Bon Accord.....	760 98	Chauvin.....	3,139 18
Bondiss.....	146 05	Cheadle.....	419 30
Bonnyville.....	769 48	Cherhill.....	551 30
Botha.....	1,380 13	Chilmark.....	136 40
Bottrel.....	292 34	Chinook.....	3,022 22
Bowden.....	2,195 80	Chipman.....	2,109 84
Bowell.....	345 46	Clairmont.....	1,072 98
Bow Island.....	3,012 58	Claresholm.....	6,835 51
Boyle.....	351 87	Clivale.....	220 25
Brainard.....	83 10	Clive.....	2,056 74
Brant.....	1,270 28	Clover Bar.....	728 74
Brenner.....	366 88	Cluny.....	2,440 39
Brightview.....	218 33	Clyde.....	1,299 80
Brocket.....	453 62	Coaldale.....	3,296 17
Brooks.....	4,087 83	Coalhurst.....	2,138 49
Bruce.....	1,211 71	Coalspur.....	601 67
Bruderheim.....	1,400 36	Cochrane.....	2,194 79
Brule Mines.....	2,994 11	Coleman.....	8,326 05
Buffalo.....	446 20	Coleridge.....	318 28
Bulwark.....	677 07	Colinton.....	666 43
Burdett.....	1,985 67	Commerce.....	671 22
Burmis.....	185 48	Compeer.....	1,835 31
Busby.....	412 53	Condor.....	591 89
Cadogan.....	1,605 87	Consort.....	2,431 91
Cadomin.....	2,393 52	Coronado.....	162 46
Cairns.....	154 78	Coronation.....	5,797 63
Calgary.....	*547,800 38	Coutts.....	1,053 54
*Divided as follows:—		Cowley.....	1,552 67
Head Office.....	406,729 08	Craigmyle.....	3,017 95
Sub-Office No. 1.....	14,005 87	Cremona.....	291 20
Sub-Office No. 2.....	58,498 20	Crossfield.....	2,965 85
Sub-Office No. 4.....	7,431 81	Czar.....	2,295 33
Sub-Office No. 5.....	3,825 21	Dalemead.....	540 99
Sub-Office No. 6.....	2,755 97	Dalroy.....	276 20
Sub-Office No. 7.....	104 10	Dapp.....	459 27
Sub-Office No. 8.....	16,892 46	Darwell.....	163 72
Sub-Office No. 10.....	392 81	Daysland.....	3,558 08
Sub-Office No. 11.....	1,241 21	Delburne.....	2,184 35
Sub-Office No. 12.....	3,803 25	Delia.....	3,939 45

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ALBERTA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Dewberry.....	174 71	Forestburg.....	1,983 67
Diamond City.....	563 20	Fort McMuray.....	817 72
Didsbury.....	6,481 66	Fort Saskatchewan.....	4,821 30
Dinant.....	570 23	Frank.....	621 47
Donalda.....	2,352 01	Freedom.....	269 77
Donnelly.....	442 98	Gadsby.....	2,233 46
Dorence.....	363 10	Gainford.....	276 30
Drumheller.....	18,189 68	Galahad.....	1,555 61
Duagh.....	142 49	Gem.....	353 42
Duchess.....	1,751 37	Ghost Pine Creek.....	272 54
Duffield.....	556 04	Gibbons Station.....	476 75
Duhamel.....	832 38	Gilby.....	303 36
Dunstable.....	167 79	Girouxville.....	49 25
Durlingville.....	1,101 71	Gleichen.....	5,557 09
Duvernay.....	199 71	Glenevis.....	238 99
Eckville.....	1,815 61	Glenwoodville.....	361 42
Edberg.....	1,111 31	Grainger.....	450 28
Edgerton Station.....	2,932 51	Grande Prairie.....	7,067 30
Edmonton.....	*55,255 66	Granum.....	3,810 72
*Divided as follows:—		Grassy Lake.....	1,272 05
Head Office.....	361,869 65	Green Court.....	877 50
Sub-Office No. 1.....	14,527 22	Greenshields.....	224 88
Sub-Office No. 2.....	419 04	Griffin Creek.....	231 27
Sub-Office No. 3.....	8,567 17	Grimshaw.....	335 49
Sub-Office No. 4.....	588 26	Grizzly Bear.....	221 79
Sub-Office No. 5.....	388 18	Grouard.....	683 81
Sub-Office No. 6.....	372 49	Gunn.....	277 10
Sub-Office No. 7.....	128 70	Gwynne.....	867 02
Sub-Office No. 9.....	116 82	Halkirk.....	1,966 21
Sub-Office No. 10.....	28,328 47	Hanna.....	9,361 89
Sub-Office No. 11.....	4,455 83	Hardieville.....	1,179 88
Sub-Office No. 12.....	2,115 03	Hardisty.....	3,744 47
Sub-Office No. 13.....	936 79	Harleach.....	44 32
Sub-Office No. 14.....	234 96	Hathersage.....	72 94
North Edmonton.....	6,456 92	Hay Lakes.....	905 31
Strathcona Postal Station.....	23,152 57	Haynes.....	325 21
West Edmonton.....	2,597 56	Hayter.....	1,012 39
Edson.....	5,338 48	Heath.....	446 91
Edward.....	1,762 70	Heisler.....	1,049 52
Egremont.....	349 62	Hesketh.....	232 52
Elk Point.....	691 33	Hespero.....	503 68
Elnora.....	1,776 22	High Prairie.....	973 71
Empress.....	3,789 15	High River.....	8,648 47
Enchant.....	864 50	Hillcrest Mines.....	3,140 88
Endiang.....	263 15	Hilliard.....	342 06
Enilda.....	239 40	Hobbema.....	303 08
Ensign.....	466 45	Holden.....	2,072 27
Entrance.....	338 26	Hughenden.....	2,119 88
Entwistle.....	1,005 77	Hussar.....	1,713 08
Erskine.....	1,665 60	Hutton.....	160 67
Etzikom.....	1,436 01	Huxley.....	1,337 81
Evensburg.....	1,432 20	Iddesleigh.....	318 50
Evarts.....	381 65	Innisfail.....	7,415 61
Excel.....	662 48	Innisfree.....	2,435 85
Exshaw.....	836 41	Irma.....	2,678 61
Eyremore.....	691 34	Iron Springs.....	259 05
Fabyan.....	247 56	Irricana.....	1,492 03
Falher.....	941 61	Irvine.....	1,824 81
Fallis.....	516 77	Islay.....	2,747 58
Falun.....	261 10	Jarrow.....	853 94
Favor.....	110 88	Jarvie.....	512 48
Fawcett.....	388 70	Jasper.....	3,789 67
Federal.....	210 17	Jenner.....	1,326 16
Fedorah.....	165 65	Jenkins.....	744 01
Fenn.....	423 66	Kahwin.....	177 42
Ferintosh.....	1,605 45	Kathryn.....	436 00
Fishburn.....	126 08	Kelsey.....	470 49
Fleet.....	625 73	Keoma.....	368 08
Foremost.....	2,457 91	Killam.....	3,720 05

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GROSS Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ALBERTA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Kingman.....	744 36	Monitor.....	2,310 82
Kinsella.....	942 34	Morinville.....	2,104 77
Kinuso.....	786 05	Morningside.....	313 30
Kipp.....	175 85	Morrin.....	1,653 06
Kirkcaldy.....	322 19	Mountain Park.....	2,251 71
Kirriemuir.....	871 25	Mountain View.....	315 19
Kitcooty.....	3,088 78	Mundare.....	3,563 33
Knee Hill Valley.....	462 96	Munson.....	2,082 70
Lac la Biche.....	1,353 99	Myrnam.....	196 92
Lacombe.....	11,623 16	Nacmine.....	391 46
Lac Ste. Anne.....	210 31	Namaka.....	1,401 62
Lafond.....	191 32	Namao.....	198 30
Lake Louise.....	481 27	Nanton.....	4,767 96
Lake Saskatoon.....	730 28	Nemiskam.....	563 90
Lamont.....	3,318 20	Nevis.....	259 86
Landonville.....	234 48	Newcastle Mine.....	685 42
Lanfine.....	712 77	New Dayton.....	1,171 83
Langdon.....	917 55	New Norway.....	1,651 12
Lavoy.....	1,450 46	New Sarepta.....	347 22
Lea Park.....	330 75	Nightingale.....	323 56
Leduc.....	5,923 79	Nobleford.....	1,504 16
Leedale.....	292 10	Nordegg.....	5,276 47
Legal.....	1,339 08	Northbank.....	84 97
Legoff.....	141 15	North Cooking Lake.....	185 21
Leslieville.....	1,136 63	Obaton.....	842 71
Lethbridge.....	*71,976 74	Okotoks.....	3,145 87
*Divided as follows:—		Olds.....	7,844 09
Head Office.....	67,857 90	Onoway.....	1,264 70
Sub-Office No. 1.....	4,118 84	Opal.....	250 17
Lomond.....	1,545 53	Orion.....	1,068 05
Lonebutte.....	291 24	Oyen.....	4,157 90
Lougheed.....	2,839 69	Pakan.....	150 41
Lousana.....	813 54	Pakowki.....	151 05
Lovettville.....	294 10	Pandora.....	166 28
Loyalist.....	1,037 24	Paradise Valley.....	125 00
Lucky Strike.....	185 41	Parkland.....	1,022 88
Lundbreck.....	1,372 34	Passburg.....	155 14
Luscar.....	1,280 50	Patricia.....	1,078 86
McLennan.....	797 87	Peace River.....	4,812 82
McLeod Valley.....	163 23	Penhold.....	1,857 89
Macleod.....	9,370 41	Perryvale.....	347 52
Magnolia.....	274 76	Phillips.....	175 64
Magrath.....	3,815 58	Pibroch.....	393 24
Makepeace.....	234 00	Pickardville.....	896 47
Majorville.....	162 22	Picture Butte.....	31 33
Maleb.....	285 48	Pincher Creek.....	6,123 54
Mannville.....	3,453 27	Pincher Station.....	546 18
Manola.....	74 49	Pine Lake.....	352 91
Manyberries.....	1,746 29	Plamondon.....	289 89
Markerville.....	903 60	Pollockville.....	921 52
Marlboro.....	442 73	Ponoka.....	7,054 60
Maybutt.....	426 95	Priddis.....	251 42
Mayerthorpe.....	964 44	Provost.....	5,630 22
Mayton.....	318 20	Prudens Crossing.....	172 03
Medicine Hat.....	47,146 48	Purple Springs.....	657 09
Meeting Creek.....	848 93	Radway Centre.....	1,000 63
Metiskow.....	1,560 42	Ranfurly.....	1,120 25
Michichi.....	951 35	Raymond.....	3,565 35
Midlandvale.....	720 31	Redcliff.....	3,300 30
Midnapore.....	660 40	Red Deer.....	18,017 51
Milk River.....	1,905 54	Redland.....	453 89
Millarville.....	213 59	Redwater.....	360 50
Millet.....	2,455 46	Red Willow.....	942 85
Millicent.....	349 86	Reid Hill.....	267 88
Milo.....	286 92	Retlaw.....	1,533 43
Minburn.....	1,304 51	Ribstone.....	704 34
Mirror.....	2,293 53	Richdale.....	973 39
Mirror Landing.....	429 44	Rife.....	252 89
Monarch.....	394 96	Rimby.....	2,712 20

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF ALBERTA—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Rio Grande.....	140 75	Tawatinaw.....	599 98
Riviere Qui Barre.....	291 16	Tees.....	895 64
Rochester.....	951 45	Telfordville.....	401 38
Rochfort Bridge.....	539 91	Thelma.....	261 46
Rockyford.....	2,669 97	Therien.....	177 20
Rocky Mountain House.....	4,524 14	Thorhild.....	455 11
Rosalind.....	915 88	Three Hills.....	4,094 76
Rosebud.....	1,837 28	Throne.....	250 17
Rosedale.....	824 24	Tofield.....	5,091 72
Rosedale Station.....	705 87	Tomahawk.....	340 96
Rose Lynn.....	414 07	Travers.....	1,197 02
Rosemary.....	643 19	Trochu.....	3,778 75
Rosevear.....	201 39	Tudor.....	220 10
Roundhill.....	836 45	Turin.....	196 00
Rowley.....	999 48	Twin Butte.....	415 68
Roycroft.....	237 55	Valhalla Centre.....	163 81
Rumsey.....	1,617 75	Vauxhall.....	929 47
Rusylvia.....	194 95	Vegreville.....	9,267 81
Ryley.....	2,137 12	Venice.....	785 56
St. Albert.....	1,295 23	Vermilion.....	9,893 86
St. Lina.....	274 44	Veteran.....	2,439 25
St. Paul de Metis.....	4,821 31	Viking.....	4,957 19
St. Vincent.....	341 13	Villeneuve.....	173 77
Sangudo.....	1,330 08	Vilna.....	1,321 87
Saunders.....	683 98	Vimy.....	377 28
Schuler.....	555 83	Vulcan.....	7,031 40
Scollard.....	471 00	Wabamun.....	799 55
Scottfield.....	284 67	Wainwright.....	6,355 40
Sedgewick.....	4,179 51	Walsh.....	1,111 88
Seven Persons.....	893 92	Wanham.....	238 95
Sexsmith.....	1,672 41	Wardlaw.....	264 13
Sheerness.....	308 78	Warner.....	2,300 00
Shepard.....	260 74	Warspite.....	351 87
Sibbald.....	2,035 97	Waskatenau.....	1,310 58
Sion.....	192 95	Water Glen.....	231 23
Skiff.....	494 80	Waterhole.....	1,342 25
Slave Lake.....	474 49	Wayne.....	3,551 40
Smoky Lake.....	2,046 49	Westrose.....	256 84
Spirit River.....	2,468 97	Westlock.....	3,141 46
Spring Coulee.....	1,689 97	Westaskiwin.....	12,987 73
Spruce Grove.....	714 10	White Court.....	799 40
Standard.....	781 29	Whiteford.....	217 00
Stanmore.....	1,802 39	Whitla.....	711 93
Stavely.....	687 20	Wimborne.....	140 87
Stereo.....	2,864 88	Winnifred.....	1,359 29
Stettler.....	751 97	Winterburn.....	119 83
Stevenville.....	10,250 21	Wostok.....	284 16
Stirling.....	185 23	Woolford Station.....	1,135 28
Stony Plain.....	765 04	Wrentham.....	582 26
Strathmore.....	2,809 61	Yeoford.....	332 84
Strome.....	3,944 20	Youngstown.....	5,700 31
Styal.....	2,510 49	Non Accounting Post Offices.....	64,134 91
Suffield.....	260 60		
Sundre.....	897 20		
Sunnynook.....	490 66		
Sunnyslope.....	1,255 85		
Swalwell.....	467 42		
Sylvan Lake.....	1,454 12		
Taber.....	2,002 89		
	7,549 24		
		Less—Value of Postage Stamps affixed to Postal Notes.....	2,218 18
			2,005,500 18

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Gross Postal Revenue of Accounting Offices—*Continued*

PROVINCE OF BRITISH COLUMBIA

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Abbotsford.....	5,349 81	Coal Creek.....	806 02
Adelphi.....	311 45	Coalmont.....	1,039 25
Agassiz.....	2,910 99	Cobble Hill.....	2,013 64
Agerton.....	471 95	Coghlan.....	474 91
Ainsworth.....	417 24	Colquitz.....	347 21
Alberni.....	3,258 02	Colwood.....	899 62
Albion.....	196 64	Comox.....	1,241 74
Aldergrove.....	1,131 23	Coombs.....	624 31
Alert Bay.....	2,631 92	Corbin.....	1,071 79
Aleza Lake.....	229 23	Cortez Island.....	251 28
Alice Arm.....	968 76	County Line.....	232 80
Allenby.....	523 30	Courtney.....	8,088 82
Anyox.....	7,791 97	Cowichan Station.....	1,491 09
Appledale.....	409 96	Cranbrook.....	21,008 41
Ardley.....	441 64	Crawford Bay.....	264 85
Armstrong.....	8,350 49	Crescent.....	550 12
Arrowhead.....	1,140 60	Crescent Valley.....	273 25
Arrow Park.....	297 87	Creston.....	5,161 82
Ashcroft.....	4,103 30	Crofton.....	385 65
Athalmer.....	494 07	Crow's Nest.....	486 23
Atlin.....	991 15	Cumberland.....	7,379 00
Balfour.....	332 62	Dawson Creek.....	147 67
Bamfield.....	1,267 04	Denman Island.....	514 50
Barkerville.....	524 89	De Roche.....	683 17
Barriere.....	679 78	Dewdney.....	798 92
Baynes Lake.....	480 35	Discovery.....	385 48
Beaton.....	242 41	Dome Creek.....	426 22
Beaverdell.....	379 45	Duncan's Station.....	18,178 03
Beaver Point.....	175 29	East Arrow Park.....	154 91
Bella Bella.....	599 35	East Wellington.....	552 96
Bella Coola.....	1,000 77	Eburne.....	1,630 95
Bevan.....	331 67	Edgewood.....	832 78
Blakeburn.....	763 24	Egmont.....	136 03
Blubber Bay.....	444 93	Elko.....	1,351 37
Blue River.....	1,462 25	Endako.....	475 92
Boston Bar.....	345 25	Enderby.....	4,114 62
Boswell.....	433 68	Erickson.....	806 42
Bowen Island.....	496 26	Erie.....	276 68
Brackendale.....	346 30	Errington.....	508 37
Bradner.....	508 67	Extension.....	484 93
Bridesville.....	544 05	Fairview.....	250 90
Brisco.....	300 44	Fanny Bay.....	320 97
Britannia Beach.....	5,820 42	Fauquier.....	156 33
Brookmere.....	394 88	Fawn.....	349 67
Buckley Bay.....	1,141 98	Ferguson.....	123 90
Bull River.....	997 41	Fernie.....	18,572 46
Burnaby Lake.....	911 46	Fern Ridge.....	187 39
Burns Lake.....	1,836 91	Field.....	2,135 20
Burton.....	670 53	Finmoore.....	197 55
Cadboro Bay.....	937 18	Flagstone.....	326 60
Campbell River.....	2,256 56	Forestdale.....	241 17
Camp Lister.....	318 52	Fort Fraser.....	853 79
Canford.....	229 09	Fort George.....	364 07
Canoe.....	565 72	Fort St. John.....	152 06
Carmi.....	306 57	Fort Steele.....	722 62
Cascade.....	604 64	François Lake.....	434 46
Cassidy.....	1,946 26	Fraser Lake.....	427 89
Castlegar.....	987 91	Fraser Mills.....	1,533 74
Cawston.....	424 59	Fruitvale.....	592 64
Cedarvale.....	321 51	Galiano.....	515 34
Celista.....	167 65	Ganges.....	2,081 24
Chase.....	3,415 06	Genoa Bay.....	956 62
Chemainus.....	2,544 26	Georgetown Mills.....	306 90
Chilliwack.....	15,744 80	Gibson Landing.....	1,473 55
Claxton.....	177 07	Giscome.....	1,389 25
Clayburn.....	1,225 15	Glacier.....	2,677 96
Clayoquot.....	189 33	Golden.....	6,041 15
Clinton.....	1,269 43	Grand Forks.....	8,485 48
Cloverdale.....	4,168 09	Granite Bay.....	121 44

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF BRITISH COLUMBIA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Greenwood.....	2,476 77	Mayne.....	712 36
Grindrod.....	656 33	Merritt.....	7,407 85
Hagensborg.....	322 63	Merville.....	412 65
Harrison Hot Springs.....	582 42	Metchosin.....	739 77
Harrop.....	434 01	Michel.....	2,444 35
Hatzie.....	1,436 52	Midway.....	722 89
Haysport.....	254 01	Mill Bay.....	135 12
Hazelton.....	2,103 70	Milner.....	952 65
Headquarters.....	739 75	Milne's Landing.....	432 73
Hedley.....	2,517 45	Mission City.....	8,588 70
Heffley Creek.....	298 66	Mount Lehman.....	725 33
Heriot Bay.....	400 86	Mount Olie.....	268 65
Hillbank.....	246 63	Moyie.....	342 48
Hillier's Crossing.....	460 49	Murrayville.....	1,233 62
Holberg.....	87 83	Myrtle Point.....	1,074 65
Hollyburn.....	2,291 57	Nakusp.....	3,351 74
Hope.....	1,877 10	Namu.....	424 09
Hosmer.....	147 42	Nanaimo.....	29,836 69
Houston.....	411 91	Nanoose Bay.....	635 22
Huntingdon.....	738 70	Naramata.....	1,156 46
Hutton Mills.....	927 11	Natal.....	2,205 23
Invermere.....	2,065 07	Needles.....	569 03
Inverness.....	399 20	Nelson.....	42,691 37
Ioco.....	1,365 44	New Denver.....	2,179 79
Irvine's Landing.....	929 53	Newgate.....	278 22
Jaffray.....	450 76	New Hazelton.....	449 93
Jackson Bay.....	607 64	Newlands Station.....	399 14
James Island.....	1,896 92	Newton Station.....	650 72
Joyce.....	839 24	New Westminster.....	*71,693 50
Kaleden.....	210 36	*Divided as follows:—	
Kamloops.....	31,794 98	Head Office.....	60,226 03
Kaslo.....	4,562 64	Sub-Office No. 2.....	1,221 43
Keating.....	262 96	Sub-Office No. 3.....	597 88
Keefers.....	270 26	Sub-Office No. 4.....	1,727 72
Kelowna.....	19,969 77	Sub-Office No. 5.....	1,577 88
Keremcos.....	2,249 85	Sub-Office No. 6.....	1,079 81
Kettle Valley.....	497 01	East Burnaby.....	746 21
Kildonan.....	529 95	Edmonds.....	2,693 34
Kimberley.....	4,315 05	Queensborough.....	233 08
Kingcome Inlet.....	490 96	Sapperton.....	1,590 12
Kitchener.....	1,036 01	Nicola.....	356 32
Kitwanga.....	298 24	North Bend.....	1,057 30
Koksilah.....	408 90	Northfield.....	384 82
Lac La Hache.....	209 73	North Lonsdale.....	1,420 36
Ladner.....	4,887 77	North Vancouver.....	15,995 51
Ladysmith.....	8,076 72	Divided as follows:—	
Lake Cowichan.....	2,019 37	Head Office.....	14,227 78
Lake Hill.....	299 32	Sub-Office No. 1.....	1,767 73
Langford Station.....	720 87	Notch Hill.....	923 64
Langley Fort.....	862 28	Ocean Falls.....	7,897 75
Langley Prairie.....	3,291 15	Okanagan Centre.....	847 18
Lantzville.....	413 38	Okanagan Falls.....	264 11
Lasqueti.....	449 66	Okanagan Landing.....	971 75
Lillooet.....	1,848 33	Okanagan Mission.....	867 97
Lower Nicola.....	256 70	Oliver.....	1,928 94
Lucerne Station.....	1,019 19	150 Mile House.....	308 38
Lumberton.....	2,669 00	Owl Creek.....	240 61
Lumby.....	996 53	Oyama.....	685 97
Lund.....	595 51	Pacific.....	274 53
Lynn Creek.....	1,786 28	Parksville.....	2,625 45
Lytton.....	1,688 09	Peachland.....	1,496 51
McBride.....	1,550 46	Pender Island.....	539 95
Magna Bay.....	293 26	Penny.....	350 48
Maillardville.....	978 31	Penticton.....	18,448 28
Malakwa.....	598 89	Perry Siding.....	579 55
Mara.....	467 10	Pitt Meadows.....	549 28
Marigold.....	240 87	Port Alberni.....	6,253 62
Masset.....	430 72	Port Alice.....	1,579 21
Matsqui.....	1,181 00	Port Clements.....	292 15

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Gross Postal Revenue of Accounting Offices—*Continued*PROVINCE OF BRITISH COLUMBIA—*Continued*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Port Coquitlam.....	3,652 89	Sointula.....	577 49
Port Essington.....	1,229 38	Somenos.....	359 91
Port Hammond.....	3,217 02	Sooke.....	641 98
Port Haney.....	4,768 73	Sorrento.....	505 94
Port Hardy.....	630 62	South Fort George.....	1,027 63
Port Kells.....	395 93	South Salt Spring.....	308 44
Port Mann.....	549 21	South Slokan.....	450 25
Port Moody.....	3,267 63	South Wellington.....	952 61
Port Simpson.....	458 77	South Westminster.....	217 12
Port Washington.....	359 68	Spence's Bridge.....	673 62
Pouce Coupé.....	896 98	Sperling Station.....	283 72
Powell River.....	8,322 57	Squamish.....	1,914 51
Premier.....	1,734 98	Stave Falls.....	1,500 95
Prince George.....	10,596 76	Steveston.....	3,070 01
Prince Rupert.....	*33,226 76	Stewart.....	2,692 42
*Divided as follows:—		Sullivan Station.....	453 99
Head Office.....	32,583 03	Summerland.....	4,016 50
Sub-Office No. 1.....	643 73	Surf Inlet.....	1,307 32
Princeton.....	3,908 45	Surrey Centre.....	570 90
Pritchard.....	450 56	Swanson Bay.....	1,725 85
Procter.....	784 50	Tappen.....	617 12
Qualicum Beach.....	2,085 63	Telkwa.....	1,689 86
Quathiaski Cove.....	727 93	Terrace.....	2,380 80
Quatsino.....	901 19	Thurms.....	181 97
Queen Charlotte.....	492 61	Thurlow.....	510 95
Queen's Bay.....	214 75	Tod Inlet.....	655 96
Quesnel.....	3,195 92	Tofino.....	626 87
Quilchena.....	194 83	Trail.....	13,517 36
Red Gap.....	846 86	Tranquille.....	2,074 48
Red Pass.....	346 80	Trout Lake.....	171 15
Reneta.....	371 69	Tulameen.....	273 43
Revelstoke.....	13,920 97	Ucluelet.....	584 75
Riondel.....	267 21	Union Bay.....	2,302 18
Riske Creek.....	289 08	Usk.....	457 07
River Jordan.....	353 81	Vananda.....	666 78
Robson.....	530 12	Vancouver.....	*1,107,204 13
Rock Bay.....	1,008 53	*Divided as follows:—	
Rock Creek.....	611 84	Head Office.....	733,412 97
Rolla.....	441 55	Station B.....	76,885 23
Rosedale.....	1,009 97	Station C.....	9,621 22
Rossland.....	8,210 74	Station D.....	23,436 95
Royal Oak.....	2,159 98	Sub-Office No. 1.....	4,549 07
Royston Station.....	485 30	Sub-Office No. 3.....	32,882 71
Ruskin.....	893 22	Sub-Office No. 4.....	1,143 66
Rutland.....	685 17	Sub-Office No. 5.....	6,740 81
Saanichton.....	1,173 04	Sub-Office No. 7.....	11,045 60
Salmo.....	888 83	Sub-Office No. 8.....	11,571 91
Salmon Arm.....	9,336 84	Sub-Office No. 9.....	1,780 76
Salt Spring Island.....	884 25	Sub-Office No. 10.....	2,425 18
Sandon.....	1,614 08	Sub-Office No. 12.....	6,863 11
Sandwick.....	660 27	Sub-Office No. 15.....	3,581 82
Sardis.....	3,331 17	Sub-Office No. 16.....	1,332 05
Saturna.....	355 44	Sub-Office No. 17.....	25,162 64
Savona.....	486 02	Sub Office No. 19.....	49,917 72
Sayward.....	420 69	Sub-Office No. 20.....	3,813 15
Sechelt.....	984 28	Sub-Office No. 21.....	2,224 53
Seymour Arm.....	200 46	Sub-Office No. 22.....	2,118 98
Shawnigan Lake.....	1,927 70	Sub-Office No. 23.....	437 97
Shoreacres.....	266 19	Sub Office No. 24.....	366 00
Shuswap.....	202 79	Sub-Office No. 25.....	56,999 99
Sicamous.....	2,019 01	Sub-Office No. 26.....	1,506 98
Sidney.....	4,351 11	Sub-Office No. 27.....	1,151 19
Silverdale.....	325 46	Sub-Office No. 28.....	495 24
Silverton.....	1,145 71	Sub-Office No. 29.....	907 92
Simoom Sound.....	445 09	Sub-Office No. 30.....	623 25
Sirdar.....	551 40	Sub-Office No. 31.....	7,273 12
Skeena Crossing.....	143 13	Sub-Office No. 32.....	2,873 30
Slocan.....	1,186 91	Adela.....	2,752 51
Smithers.....	5,548 80	Britcola.....	249 87

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Gross Postal Revenue of Accounting Offices—*Concluded*PROVINCE OF BRITISH COLUMBIA—*Concluded*

Name of Office	Revenue \$ cts.	Name of Office	Revenue \$ cts.
Cedar Cottage.....	2,494 56	Willowpark.....	550 60
City Heights.....	4,416 79	Waldo.....	988 92
Fraser Ave.....	1,652 77	Walachin.....	467 37
Grimmet.....	315 95	Waneta.....	337 55
Hastings.....	507 75	Wardner.....	1,299 00
James Road.....	735 34	Wasa.....	309 15
North Arm.....	936 00	Webster's Corners.....	312 32
South Hill.....	4,871 57	Wellington.....	830 09
Sunnydene.....	2,005 83	Westbank.....	867 11
Vancouver Heights.....	2,661 54	West Grand Forks.....	585 92
Winnot.....	508 62	Westholme.....	957 70
Vanderhoof.....	2,314 83	West Summerland.....	5,617 37
Vernon.....	30,417 25	Whaleton.....	422 66
Victoria.....	* 263,799 00	White Rock.....	2,895 89
*Divided as follows:—		Whonnock.....	1,050 38
Head Office.....	234,858 08	Williams Lake.....	2,713 01
Sub-Office No. 1.....	2,531 94	Wilmer.....	443 91
Sub-Office No. 2.....	1,328 87	Windermere.....	267 31
Sub-Office No. 3.....	4,106 14	Winlaw.....	445 77
Sub-Office No. 4.....	2,099 28	Woodfibre.....	1,526 95
Sub-Office No. 5.....	1,775 17	Wycliffe.....	1,523 10
Sub-Office No. 6.....	1,785 00	Wynndel.....	854 59
Sub-Office No. 7.....	2,731 33	Yahk.....	2,003 46
Sub-Office No. 8.....	894 73	Yale.....	454 31
Sub-Office No. 9.....	1,262 00	Ymir.....	728 18
Sub Office No. 10.....	415 00	Non Accounting Post Offices.....	66,793 40
Sub Office No. 11.....	396 00		
Sub Office No. 12.....	3,575 44		
Sub Office No. 19.....	588 26		
Beaumont.....	2,350 80	LESS—Value of Postage Stamps affixed to Postal Notes.....	2,330,559 53
Esquimalt.....	308 35		2,574 86
Thoburn.....	1,632 01		
Tillicum.....	610 00		2,327,984 67

YUKON

Carcross.....	660 04	LESS—Value of Postage Stamps affixed to Postal Notes.....	15 53
Carmacks.....	200 21		
Dawson.....	7,019 16		14,044 02
Mayo Landing.....	1,269 37		
White Horse.....	3,662 42	Dead Letter Office.....	20 45
Non Accounting Post Offices.....	1,248 35		
	14,059 55		

REVENUE OF NON-ACCOUNTING POST OFFICES

REVENUE Collected by Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the year ended March 31, 1924

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Abbeville.....	Man.....	44 03	Alderville.....	Ont.....	52 00
Abee.....	Alberta...	194 77	Alderwood.....	N.B.....	56 00
Abenakis.....	P.Q.....	124 00	Aldina.....	Sask.....	21 39
Abenakis Springs.....	P.Q.....	202 50	Aldouane.....	N.B.....	113 80
Aberdeen.....	N.S.....	54 00	Alencon.....	P.Q.....	102 00
Aberfeldy.....	Ont.....	134 00	Alert.....	Ont.....	50 75
Abilene.....	Alberta...	22 65	Alexanders Point (opened		
Abney, Lot 64.....	P.E.I.....	120 25	26-5-23).....	N.B.....	33 00
Abram River.....	N.S.....	66 00	Alexandria.....	B.C.....	85 24
Acaciaville.....	N.S.....	295 85	Alexandrina.....	N.B.....	25 00
Acadie.....	N.B.....	72 87	Alexis Creek.....	B.C.....	278 72
Acadie Siding.....	N.B.....	87 85	Alexo (opened 1-4-23).....	Alberta...	407 00
Ada.....	Sask.....	47 29	Alford.....	Sask.....	48 75
Adair.....	Sask.....	128 00	Alice.....	Ont.....	160 30
Adams.....	Sask.....	114 70	Alingly.....	Sask.....	149 00
Adams Lake.....	B.C.....	72 50	Alkali Lake.....	B.C.....	42 75
Adderley.....	P.Q.....	20 00	Allainville.....	N.B.....	67 00
Addington Forks.....	N.S.....	81 00	Allan Hills.....	Sask.....	26 25
Aden.....	Alberta...	122 83	Allandale.....	N.B.....	24 00
Admaston.....	Ont.....	163 50	Allanlea.....	Man.....	5 00
Admiral Rock.....	N.S.....	67 30	Allan's Corners.....	P.Q.....	87 00
Advance.....	Ont.....	25 00	Allan Water.....	Ont.....	461 38
Aetna.....	Alberta...	105 00	Allard.....	P.Q.....	107 00
Afton Station.....	N.S.....	113 25	Alleo (opened 10-12-23).....	B.C.....	207 00
Agapit.....	N.B.....	19 50	Allegra.....	Man.....	33 00
Agardsley.....	Man.....	17 50	Allendale.....	N.S.....	473 00
Aguanish.....	P.Q.....	36 00	Ailen Grove.....	B.C.....	43 55
Ahmie Lake.....	Ont.....	83 75	Allen's Mills.....	P.Q.....	133 35
Ahouasat.....	B.C.....	162 55	Allerston.....	Alberta...	84 05
Ahunatic.....	P.Q.....	(a)	Allsaw.....	Ont.....	48 25
Ainslie Glen.....	N.S.....	24 02	Alma.....	N.S.....	302 50
Ainslie Point.....	N.S.....	20 25	Alma.....	P.E.I.....	347 50
Ainslieview.....	N.S.....	14 00	Almasippi.....	Man.....	15 00
Aiyansh.....	B.C.....	152 10	Almaville.....	P.Q.....	451 15
Aklavik.....	N.W.T.....	26 00	Alma West.....	N.B.....	67 00
Akra.....	Sask.....	43 00	Alpha.....	Sask.....	15 00
Alainbourg.....	P.Q.....	31 25	Alpine Ridge.....	N.S.....	13 00
Alaindale.....	P.Q.....	76 12	Alport.....	Ont.....	49 46
Alamo.....	B.C.....	217 76	Alta Lake.....	B.C.....	273 25
Alba.....	N.S.....	30 00	Alticane.....	Sask.....	10 00
Albas.....	B.C.....	38 42	Alton.....	N.S.....	232 50
Alba Station.....	N.S.....	54 50	Alvena.....	Sask.....	21 00
Albarta Beach.....	Alberta...	288 75	Alvin.....	B.C.....	157 50
Albarta Bridge.....	N.S.....	108 25	Armaranth Station.....	Ont.....	81 14
Albert Canyon.....	B.C.....	251 31	Amateur.....	P.Q.....	47 00
Albertine.....	N.B.....	160 00	Amelia.....	Sask.....	59 15
Albert Mines.....	N.B.....	333 30	Amethy.....	Alberta...	c3 04
Albert Mines.....	P.Q.....	128 70	Amherst Point (closed 31-10-		
Albert Park.....	Alberta...	121 25	23).....	N.S.....	10 50
Alborton.....	Ont.....	119 00	Ammon.....	N.B.....	20 00
Albertown.....	Sask.....	100 70	Amsbury (closed 31-10-23).....	B.C.....	120 20
Albertville.....	P.Q.....	374 40	Anagance Ridge.....	N.B.....	15 00
Albion.....	P.E.I.....	59 80	Anderson.....	N.B.....	47 00
Albion.....	Ont.....	128 05	Anfield.....	N.B.....	66 00
Albion Ridge.....	Alberta...	30 50	Ange Gardien, Est.....	P.Q.....	30 30
Albreda.....	B.C.....	157 10	Angeline.....	P.Q.....	181 00
Aleida.....	N.B.....	64 50	Anglemont.....	B.C.....	83 49
Alcona.....	Ont.....	118 62	Angouleme.....	P.Q.....	38 50
Alcorn.....	N.B.....	53 50	Anjou.....	P.Q.....	187 16
Alder Point.....	N.S.....	116 55	Annable.....	B.C.....	82 00
Alder River.....	N.S.....	21 30	Annandale.....	N.S.....	32 00
Aldershot.....	Ont.....	704 28	Annette.....	Sask.....	133 25
Aldersville.....	N.S.....	168 50	Annidale.....	N.B.....	235 00

(a) For revenue see under Montreal sub-offices.

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Annicheld (closed 31-12-23)...	Sask.....	7 33	Ash Point.....	N.B.....	13 00
Anning.....	Alberta...	60 00	Ashton Station.....	Ont.....	33 70
Anola.....	Man.....	163 10	Askilton.....	N.S.....	23 90
Anse-a-Mercier (opened 25-10-23).....	P.Q.....	66 00	Asinka, S. O. (opened 2-7-23).....	Ont.....	Nil
Anse au Griffon, Est.....	P.Q.....	92 03	Asor.....	Sask.....	523 40
Anthony.....	Ont.....	57 65	Aspdin.....	Ont.....	263 00
Antigonish Harbour.....	N.S.....	38 75	Aspen.....	N.S.....	135 86
Antigonish Har. (South Side).....	N.S.....	37 00	Aspen Beach (summer office).....	Alberta...	152 56
Antioch (closed 15-10-23).....	Ont.....	Nil	Aspen Grove.....	B.C.....	56 00
Antrim.....	N.S.....	25 00	Aspo'ogan.....	N.S.....	96 00
Anvers.....	P.Q.....	50 00	Asselin.....	P.Q.....	28 00
Anvil Island.....	B.C.....	27 00	Aston Station.....	P.Q.....	115 15
Appelo.....	Ont.....	20 00	Astwood.....	Sask.....	40 00
Apple River.....	N.S.....	412 00	Atalante.....	P.Q.....	104 40
Aquadell.....	Sask.....	30 00	Atchelitiz.....	B.C.....	187 10
Arabella.....	Sask.....	9 00	Atkinson.....	Sask.....	115 00
Aragon (opened 5-10-23).....	Ont.....	221 00	Atlanta (closed 30-9-23).....	N.S.....	Nil
Arbakka.....	Man.....	211 25	Atlantic.....	N.S.....	36 30
Arbeau.....	N.B.....	38 07	Atlas.....	Sask.....	101 45
Arbor Vitae.....	Ont.....	80 25	Atnarko.....	B.C.....	18 18
Archibald.....	N.S.....	52 30	Atwood's Brook.....	N.S.....	176 70
Archibald Settlement.....	N.B.....	50 00	Auburndale.....	N.S.....	47 75
Archive.....	Sask.....	402 30	Auburndale.....	Alberta...	89 25
Archydal.....	Sask.....	253 27	Auburnville.....	N.B.....	102 50
*Artic Red River, (opened 1-6-23).....	Alberta...	100 00	Aulac.....	N.B.....	312 42
Ardbeg.....	Ont.....	679 60	Auld.....	Ont.....	228 97
Ardenville.....	Alberta...	42 00	Auld'girth.....	B.C.....	103 95
Ardkennoth.....	Sask.....	29 00	Auld's Cove.....	N.S.....	346 10
Ardmore.....	Alberta...	188 30	Australian.....	B.C.....	81 20
Ardness.....	N.S.....	64 00	Autoroad.....	Sask.....	170 55
Argenta.....	B.C.....	61 16	Auvergne.....	P.O.....	254 75
Argentenay.....	P.Q.....	183 85	Avalon.....	Alberta...	65 00
Argolis.....	Ont.....	223 33	Avery's Portage.....	N.B.....	99 25
Argyle.....	N.B.....	185 16	Avelbury.....	Sask.....	66 50
Argyle.....	N.S.....	143 10	Avola.....	B.C.....	305 75
Argyle Head.....	N.S.....	173 00	Avon.....	P.Q.....	15 00
Argyle Sound.....	N.S.....	176 30	Avondale.....	N.S.....	33 50
Argyle South.....	N.S.....	137 30	Avondale Station.....	N.S.....	161 65
Arisaig.....	N.S.....	174 25	Avonport.....	N.S.....	74 85
Arkell.....	Ont.....	135 75	Axe Lake.....	Ont.....	29 50
Arlington.....	N.S.....	23 50	Aylsham.....	Sask.....	17 00
Arlington West.....	N.S.....	10 50	Aylesworth.....	Ont.....	31 00
Armagh Station.....	P.Q.....	328 00	Azilda.....	Ont.....	279 05
Armitage.....	Ont.....	114 75	Babineau.....	N.B.....	21 00
Armley.....	Sask.....	22 25	Baddeck Bay.....	N.S.....	54 05
Armoique (summer office).....	P.Q.....	20 00	Baddeck Bridge.....	N.S.....	41 00
Armstrong.....	P.Q.....	340 50	Baddeck River, North Branch.....	N.S.....	13 00
Armstrong's Brook.....	N.B.....	55 75	Badger.....	Man.....	217 00
Armstrong's Corner.....	N.B.....	179 50	Badger Lake.....	Alberta...	76 60
Armstrong Station.....	Ont.....	446 46	Bagshot (closed 1-9-23).....	Ont.....	36 20
Arner.....	Ont.....	422 00	Baie de la Trinité.....	P.Q.....	94 20
Arnes.....	Man.....	292 45	Baie des Bacons.....	P.Q.....	60 00
Arnold.....	N.S.....	64 05	Baie des Cèdres.....	P.Q.....	292 78
Arpin (closed 28-2-23).....	P.Q.....	Nil	Baie des Rochers.....	P.Q.....	94 00
Arrandale.....	B.C.....	124 10	Baie d'Urfe, (summer office).....	P.Q.....	58 50
Arras (opened 1-6-23).....	B.C.....	28 00	Baie Johan Beetz.....	P.Q.....	71 00
Arrowwood.....	Alberta...	26 25	Baie Ste. Anne.....	N.B.....	152 00
Arsenault.....	P.Q.....	15 00	Baie St. Laurent.....	P.Q.....	522 85
Arthurville.....	P.Q.....	85 25	Baintree.....	Alberta...	314 57
Artois.....	P.Q.....	75 00	Baird.....	Ont.....	105 50
Arvilla.....	Alberta...	51 07	Bairdsville.....	N.B.....	70 35
Ash.....	Ont.....	69 85	Baker.....	B.C.....	92 90
Ashdad.....	Ont.....	191 55	Baker Settlement.....	N.S.....	205 00
Ashdale.....	N.S.....	15 00	Balaclava.....	Ont.....	72 25
Ashfield.....	N.S.....	32 00	Bald Rock.....	N.S.....	22 30
Ashkirk.....	Man.....	18 00	Bala Park (summer office).....	Ont.....	193 00
Ashley.....	Sask.....	35 00	Baldwin.....	Ont.....	224 00
Ashmore.....	N.S.....	143 78	Baleine.....	N.S.....	3 00
			Baljennie.....	Sask.....	81 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Bullantyne	Alberta	47 25	Bathgate	Alberta	18 00
Bullantyne's Cove	N.S.	153 00	Bath Road	Ont.	(a)
Bulla Philip	N.B.	18 00	Bathurst Mines	N.B.	204 25
Ballinora	Sask.	83 50	Batiscan Station	P.Q.	598 00
Balm	Alberta	47 00	Batoche	Sask.	91 00
Balmoral	N.S.	20 30	Battle Bend	Alberta	143 30
Balmoral Mills	N.S.	110 45	Battle Creek	Sask.	32 25
Balsam	Ont.	150 00	Battle Ridge	Alberta	75 05
Balsam Bay	Man.	63 85	Battle River Prairie	Alberta	28 00
Balvenie	Ont.	26 35	Battle Valley	Sask.	34 00
Bamberg	Ont.	345 00	Battleview	Alberta	54 00
Bangs Falls	N.S.	62 05	Batrum	Sask.	876 32
Banks of Broad Cove	N.S.	41 00	Baxter's Harbour	N.S.	36 80
Bannock	Sask.	492 17	Baxterville	Sask.	24 00
Bannon	N.B.	17 00	Bayard	P.Q.	27 20
Baptiste	Ont.	267 72	Bayard Station	Sask.	314 45
Baraca	Alberta	39 05	Bay du Vin	N.B.	899 00
Barachois	N.B.	127 00	Bay du Vin Mills	N.B.	27 00
Barachois Harbour	N.S.	89 00	Bayer Settlement	N.S.	55 25
Barachois Ouest	P.Q.	113 00	Bayfield	N.S.	123 00
Bar de Cocagne	N.B.	72 00	Bayham	Ont.	143 50
Bardsville	Ont.	103 84	Bayhead	N.S.	280 85
Barker's Point	N.B.	154 70	Bayport late South (opened 1-9-23)	N.S.	123 40
Barkfield	Man.	26 00	Bay Road Valley	N.S.	19 50
Bark Lake	Ont.	50 50	Bayside	N.B.	165 77
Barkmere (summer office)	P.Q.	19 99	Bayside	N.B.	114 05
Barkway	Ont.	137 28	Bay St. Lawrence	N.S.	125 05
Barnard	P.Q.	78 00	Bayswater	N.B.	70 75
Barlochan	Ont.	117 00	Bayswater	N.S.	123 65
Barnet	B.C.	214 70	Bayswater	Ont.	(b)
Barney River Station	N.S.	146 25	Bayton	Man.	23 45
Barney's River	N.S.	291 05	Bay View	N.S.	143 00
Barnhart	Ont.	64 15	Bay View	N.B.	50 80
Barnhart Vale	B.C.	74 70	Beach Meadows	N.S.	234 00
Barnesdale	Ont.	187 83	Beaconia	Man.	303 00
Barnsville	N.B.	182 75	Beaconsfield	Man.	30 05
Barnston Island	B.C.	71 20	Beaconsfield	P.Q.	433 00
Barnwell	Alberta	522 88	Beaerberry	Alberta	134 85
Barra Glen	N.S.	55 00	Bear Cave	Ont.	38 75
Barra Head	N.S.	48 00	Bear Cove (Chéticamp)	N.S.	96 00
Barre	P.Q.	244 30	Bear Island (summer office)	Ont.	383 00
Barren Hill (closed 31-12-23)	N.S.	12 00	Bear Line	Ont.	279 79
Barrett Lake	B.C.	49 24	Bear Point	N.S.	194 70
Barrieau	N.B.	39 01	Bear River East	N.S.	140 55
Barriefield	Ont.	148 75	Bear River	P.E.I.	308 50
Barrier Lake	Sask.	118 77	Bears Pass	Ont.	62 53
Barrington	P.Q.	237 45	Beaton Road (closed 31-10-23)	P.E.I.	7 25
Barrington West	N.S.	135 60	Beatonville	N.S.	50 25
Barrio's Beach	N.S.	119 75	Beatrice	Ont.	94 80
Barry River	P.Q.	40 38	Beaudoin	P.Q.	30 00
Barry's Corner	N.S.	35 65	Beaudoin Centre	P.Q.	98 60
Barryvale	Ont.	101 40	Beaufort	N.B.	97 00
Barryville	N.B.	56 00	Beaulac	P.Q.	34 25
Bartholomew	N.B.	31 25	Beaumont	P.Q.	182 80
Bartibog	N.B.	33 00	Beaumont	N.B.	70 25
Bartibog Bridge	N.B.	123 50	Beauport Est.	P.Q.	71 00
Bartibogue Station	N.B.	61 80	Beaurepaire	P.Q.	190 00
Bartlettville	Alberta	12 51	Beauséjour	P.Q.	112 35
Barvas	Sask.	131 75	Beausoleil	P.Q.	60 00
Bas de la Baie	P.Q.	48 00	Beauval	Sask.	75 50
Bas de l'Anse	P.Q.	98 07	Beauvallon	Alberta	77 00
Base Line Road	N.S.	35 00	Beaver	B.C.	210 75
Baskatong	P.Q.	126 07	Beaver Bank	N.S.	263 02
Bass Creek	Ont.	52 75	Beaver Bluff	Sask.	32 00
Bassin du Lièvre	P.Q.	55 00	Beaver Brook	N.B.	25 00
Bass River Point	N.B.	67 00	Beaver Brook Station	N.B.	152 40
Basswood Ridge	N.B.	30 00	Beaver Cove	N.S.	115 70
Batchawana	Ont.	118 50	Beaver Creek	B.C.	69 00
Bateston	N.S.	79 00	Beaver Crossing	Alberta	65 50
Batesville (summer office)	P.Q.	29 00			

a For revenue see under Kingston sub-offices.

b For revenue see under Ottawa sub-offices.

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Beaver Dale.....	Sask.....	55 00	Ben Lomond.....	N.B.....	89 50
Beaver Flat (opened 15-10-23).....	Sask.....	78 25	Bennett.....	P.Q.....	42 00
Beaver Harbour.....	N.S.....	123 35	Benton Siding.....	B.C.....	100 00
Beaver House (opened 16-7-23).....	Sask.....	45 25	Bent River.....	Ont.....	103 00
Beaver Lake.....	B.C.....	114 75	Berens River.....	Man.....	140 78
Beaver Lake.....	Alberta.....	31 35	Bergen.....	Alberta.....	100 30
Beaverley.....	B.C.....	34 00	Bergeron.....	P.Q.....	49 00
Beaver River.....	N.S.....	253 75	Bergfield.....	Sask.....	8 00
Beaver Valley.....	Sask.....	31 52	Bergland.....	Ont.....	670 49
Beazer.....	Alberta.....	75 30	Berlo.....	Man.....	22 40
Bechard.....	Sask.....	355 20	Bernard.....	Sask.....	28 50
Beckenham.....	Sask.....	45 50	Bernier.....	P.Q.....	8 00
Beckville.....	Man.....	12 00	Berny.....	Alberta.....	48 00
Bedard.....	P.Q.....	18 47	Berry Hill.....	N.S.....	36 25
Beddington.....	Alberta.....	165 32	Berryer.....	P.Q.....	160 99
Bedfordville.....	Sask.....	61 10	Berry Mill Station.....	N.B.....	113 10
Bedworth.....	Ont.....	79 25	Berrymoor.....	Alberta.....	74 11
Beech Hill.....	N.S.....	34 50	Berthe.....	P.Q.....	14 00
Beech Hill Farms.....	N.S.....	65 00	Bernatchez (opened 17-3-24).....	P.Q.....	15 00
Beech Lane.....	Ont.....	19 50	Berton.....	Man.....	358 00
Beechmont.....	N.S.....	13 35	Bertrand.....	N.B.....	65 75
Beechmont North.....	N.S.....	15 00	Bérubé.....	P.Q.....	43 00
Beechville.....	N.S.....	21 25	Berwick West.....	N.S.....	21 00
Beersville.....	N.B.....	136 50	Bestville.....	Sask.....	115 00
Begin.....	P.Q.....	58 20	Bestwick.....	B.C.....	10 00
Bekevar.....	Sask.....	8 00	Bethel (opened 15-8-23).....	Man.....	72 27
Belair (opened 1-7-23).....	Man.....	39 00	Bethesda.....	Ont.....	149 00
Belanger.....	Sask.....	30 00	Bethnal.....	Ont.....	211 51
Belbeck.....	Sask.....	221 25	Beulah.....	N.B.....	71 25
Belbutte.....	Sask.....	107 80	Betsiamites.....	P.Q.....	538 50
Belcourt (closed 18-4-23).....	Man.....	Nil	Bewdley.....	Ont.....	313 50
Bellavance.....	P.Q.....	86 95	Beynes.....	Sask.....	27 00
Bellcamp.....	Alberta.....	28 20	Bezanson.....	Alberta.....	50 00
Belle Anse.....	P.Q.....	218 50	Bickerdike.....	Alberta.....	70 65
Belle Côte.....	N.S.....	187 00	Bickle.....	B.C.....	48 50
Belle Creek.....	P.E.I.....	225 59	Bickford.....	Ont.....	263 00
Belledune.....	N.B.....	297 00	Bideford.....	P.E.I.....	114 50
Belledune River.....	N.B.....	150 65	Bickleigh.....	Sask.....	49 50
Bellefeuille.....	P.Q.....	51 00	Bifrost.....	Man.....	34 00
Bellefleur.....	N.B.....	50 00	Big Bank.....	N.S.....	39 47
Bellefontaine.....	N.S.....	51 75	Big Bar Creek.....	B.C.....	34 00
Bellegarde.....	Sask.....	86 00	Big Beach.....	N.S.....	140 10
Belleisle Creek.....	N.B.....	640 15	Big Brook.....	N.S.....	17 30
Belle Marche.....	N.S.....	79 00	Big Cedar Point (summer office).....	Ont.....	278 00
Bellevue.....	Man.....	280 98	Big Creek.....	B.C.....	115 25
Belleville.....	N.B.....	25 00	Bigford.....	Sask.....	80 05
Belleville North.....	N.S.....	72 00	Big Fork.....	Ont.....	126 11
Belleville South.....	N.S.....	74 00	Bigger Ridge.....	N.B.....	92 70
Bellevue Station.....	Ont.....	115 40	Big Glen.....	N.S.....	26 00
Belley.....	P.Q.....	23 50	Big Harbour.....	N.S.....	34 00
Bellhampton.....	Man.....	34 50	Big Harbour Centre.....	N.S.....	31 35
Bellingham.....	Ont.....	89 05	Big Harbour Island.....	N.S.....	17 00
Belliveau Village.....	N.B.....	22 00	Big Intervale (Cape North).....	N.S.....	32 80
Bell Neck (opened 17-4-23).....	N.S.....	50 00	Big Intervale (Margaree).....	N.S.....	40 00
Bell Mills.....	N.B.....	22 10	Big Island.....	N.S.....	70 50
Bell Mount.....	P.Q.....	57 20	Big Lake.....	Ont.....	119 63
Belloni.....	N.S.....	157 50	Big Lorraine.....	N.S.....	35 25
Bell Rapids.....	Ont.....	49 00	Big Marsh.....	N.S.....	28 35
Bellrock (closed 29-9-23).....	Ont.....	30 30	Big Meadow.....	N.S.....	30 15
Bellshill.....	Alberta.....	55 75	Big Muddy.....	Sask.....	103 24
Belmina.....	P.Q.....	20 00	Big Pond.....	N.S.....	126 87
Belmore.....	Ont.....	178 50	Big Pond Centre.....	N.S.....	87 00
Belvedere.....	Alberta.....	295 37	Big Port L'Hébert.....	N.S.....	50 00
Belvoir.....	Sask.....	43 02	Big Prairie.....	Alberta.....	191 65
Benacadie.....	N.S.....	89 00	Big Ridge.....	N.S.....	23 30
Benacadie Pond.....	N.S.....	22 72	Big Ridge South.....	N.S.....	35 30
Benacadie West.....	N.S.....	40 00	Big Spring.....	Alberta.....	35 24
Benard.....	Man.....	161 50	Big Stick Lake (re-opened 1-3-24).....	Sask.....	108 35
Benbecula.....	Sask.....	17 50	Big Stone.....	Alberta.....	104 70
Ben Eoin.....	N.S.....	28 70	Bigwin Island (summer office).....	Ont.....	1,568 35
Benjamin's Mills.....	N.S.....	14 00			
Benjamin River.....	N.B.....	304 92			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Big Woody.....	Man.....	5 00	Blondin.....	P.Q.....	550 70
Bilby.....	Alberta...	98 58	Bloomfield.....	N.S.....	80 00
Billimun.....	Sask.....	34 50	Bloomfield Ridge.....	N.B.....	67 10
Bingley.....	Alberta...	34 80	Blooming.....	Sask.....	60 00
Bingville.....	Alberta...	99 75	Bloomington.....	N.S.....	42 30
Birchbank.....	B.C.....	221 50	Bloomsbury.....	Alberta...	140 50
Birch Bay.....	Man.....	75 62	Blucher Hall.....	B.C.....	31 30
Birch Brook.....	N.S.....	21 90	Blue Bell.....	N.B.....	139 25
Birch Cliff Heights (opened 10-3-24).....	Ont.....	30 50	Blueberry Creek.....	B.C.....	191 80
Birch Island.....	B.C.....	234 12	Blue Cove.....	N.B.....	57 50
Birch Lake.....	Sask.....	18 75	Blue Mountain.....	N.S.....	179 20
Birch Plain.....	N.S.....	26 00	Blue Mountain Bend.....	N.B.....	85 50
Birch Ridge.....	N.B.....	44 00	Blue Ridge (opened 15-12-23).....	Alberta...	70 87
Birch Siding.....	N.B.....	47 50	Blue Rock.....	N.S.....	313 00
Birchtown.....	N.S.....	237 30	Bluesky.....	Alberta...	489 40
Birchwood.....	N.S.....	27 50	Blue's Mill.....	N.S.....	64 35
Bird River.....	Man.....	38 90	Bluff Creek.....	Man.....	69 49
Birdsalls.....	Ont.....	158 70	Boakview.....	Ont.....	124 48
Birdtail.....	Man.....	251 75	Boobs Lake.....	Ont.....	58 65
Bird's Creek.....	Ont.....	135 00	Bocage.....	P.Q.....	44 65
Birdsholm.....	Alberta...	125 90	Bodhan.....	Man.....	40 00
Birken.....	B.C.....	192 40	Bogart.....	Ont.....	154 45
Birkendale.....	Ont.....	298 03	Boggy Creek.....	Man.....	79 00
Birmingham.....	Sask.....	189 15	Boian.....	Alberta...	59 00
Bisaillon.....	P.Q.....	88 80	Boisdale.....	N.S.....	248 25
Bishopville.....	N.S.....	14 00	Boishébert.....	N.B.....	43 00
Black Avon.....	N.S.....	42 00	Boivin.....	P.Q.....	41 25
Black Brook.....	N.S.....	48 00	Bold Point.....	B.C.....	58 50
Blackburn.....	Ont.....	125 64	Bolingbroke.....	Ont.....	115 00
Blackburn Mine.....	P.Q.....	9 00	Bolkow.....	Ont.....	332 65
Blackdale.....	Man.....	135 23	Bon Accord.....	N.B.....	33 50
Black Donald.....	Ont.....	39 25	Bon Air (summer office).....	Ont.....	118 00
Blackett's Lake.....	N.S.....	7 00	Bonaventure East.....	P.Q.....	114 00
Black Hawk.....	Ont.....	192 30	Bonaventure Island.....	P.Q.....	33 00
Black Heath.....	Ont.....	286 00	Bon Désir.....	P.Q.....	60 40
Black Hills.....	Yukon.....	10 00	Bon Echo (summer office).....	Ont.....	52 00
Black Land.....	N.B.....	201 80	Bonlea.....	Alberta...	65 25
Black Pines.....	B.C.....	9 00	Boninville.....	Ont.....	92 11
Black Point.....	N.B.....	205 51	Bonnechère.....	Ont.....	71 25
Black Point, Queens.....	N.S.....	319 00	Bonne Espérance.....	P.Q.....	60 00
Black Pool.....	B.C.....	209 36	Bonne Madone.....	Sask.....	112 50
Black River, Northumber- land.....	N.B.....	87 50	Bonney River Station.....	N.B.....	345 00
Black River, St. John.....	N.B.....	103 50	Bonnie Doon.....	Man.....	42 00
Black River Bridge.....	N.B.....	124 75	Bonnie Glen.....	Alberta...	30 20
Black Rock.....	N.B.....	62 00	Bonnington Falls.....	B.C.....	534 04
Black Rock, Victoria.....	N.S.....	27 00	Bon Secours.....	N.B.....	47 30
Blacks Harbour.....	N.B.....	1,047 00	Boom Road.....	N.B.....	202 00
Blackstone.....	N.S.....	65 00	Booth.....	P.Q.....	330 00
Blackstone Lake.....	Ont.....	127 86	Bordeaux.....	P.Q.....	(a)
Blackstone Mine.....	Alberta...	55 50	Bordenave.....	Alberta...	93 10
Blacktail.....	Alberta...	28 00	Borderland.....	Sask.....	77 00
Blackwood.....	Sask.....	132 80	Bordenwood.....	Ont.....	35 00
Blades (opened 1-7-23).....	Alberta...	179 00	Boskung.....	Ont.....	143 20
Blair.....	N.B.....	518 00	Bosse (closed 31-8-23).....	N.B.....	Nil
Blair Athol.....	N.B.....	96 00	Botrel (closed 21-4-23).....	P.Q.....	Nil
Blairhampton.....	Ont.....	11 65	Botsford Portage.....	N.B.....	49 00
Blairton.....	Ont.....	67 00	Bouchard.....	P.Q.....	83 50
Blais.....	P.Q.....	29 00	Boucher.....	N.B.....	13 00
Blanchard Road.....	N.S.....	21 00	Boucherville.....	Ont.....	24 80
Blanchard Settlement.....	N.B.....	102 00	Boudreau.....	N.B.....	77 00
Blanche.....	N.S.....	200 00	Boudreauville.....	N.S.....	142 50
Blanchet.....	P.Q.....	114 50	Boudreau Village.....	N.B.....	39 00
Blandford.....	P.Q.....	112 00	Bouffard.....	P.Q.....	82 50
Blewett (opened 1-5-23).....	B.C.....	62 84	Bougainville.....	P.Q.....	70 20
Blind Bay.....	B.C.....	200 00	Boughton Island.....	P.E.I.....	20 40
Blind Channel.....	B.C.....	358 06	Boulanger.....	P.Q.....	332 00
Bliss Landing opened 1-4-23).....	B.C.....	106 20	Boularderie.....	N.S.....	82 50
Block 14.....	N.B.....	15 00	Boularderie Centre.....	N.S.....	85 00
			Boularderie East.....	N.S.....	44 02
			Boularderie West.....	N.S.....	53 00

(a) For revenue see under Montreal Sub-offices.

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Boulay.....	P.Q.....	15 00	Brighthouse.....	B.C.....	583 15
Boulter.....	Ont.....	257 03	Brightbank.....	Alberta...	19 00
Boundary Bay (closed 31-7-23).....	B.C.....	Nil	Brightholme.....	Sask.....	11 00
Boundary Creek.....	Alberta...	77 25	Bright Sand.....	Sask.....	99 00
Boundary Creek.....	N.B.....	136 50	Brightside.....	Ont.....	25 00
Boundary Falls.....	B.C.....	77 24	Brightstone.....	Man.....	30 00
Boundary Presqu'île.....	N.B.....	28 00	Briley's Brook.....	N.S.....	55 00
Bourbon.....	P.Q.....	22 80	Brilliant.....	B.C.....	554 07
Bourdeau.....	Ont.....	48 00	Brinkman's Corners.....	Ont.....	91 00
Bourgault (closed 1-3-24).....	P.Q.....	33 75	Bristol Mines.....	P.Q.....	96 31
Bourgeois.....	N.B.....	50 00	Bristol Ridge.....	P.Q.....	206 00
Bourgeois Mills.....	N.B.....	56 20	Britain.....	Alberta...	34 00
Bourg Louis.....	P.Q.....	73 00	Britainville.....	Ont.....	39 00
Bourgogne.....	Sask.....	23 50	Britannia Heights.....	Ont.....	219 60
Bourlamaque (summer office).....	P.Q.....	45 00	Brithdir.....	Sask.....	77 85
Bournival.....	P.Q.....	30 00	Briton Cove.....	N.S.....	143 30
Bousquet.....	P.Q.....	60 00	Britonville.....	P.Q.....	35 00
Bout de l'Isle.....	P.Q.....	34 00	Broadbent.....	Ont.....	107 75
Bout du Monde.....	P.Q.....	37 20	Broad Cove (Lunenburg).....	N.S.....	419 00
Boutilier Point.....	N.S.....	250 60	Broad Cove Chapel.....	N.S.....	110 00
Boutin.....	Sask.....	74 00	Broad Cove Marsh.....	N.S.....	16 00
Bouville (closed 12-5-23).....	Man.....	Nil	Broadlands.....	P.Q.....	109 75
Bowesville.....	Ont.....	67 90	Boadwater.....	B.C.....	57 95
Bowmantown.....	Alberta...	36 27	Broadway.....	N.S.....	47 85
Bow Park Farm.....	Ont.....	44 00	Brockington.....	Sask.....	88 00
Bowser.....	B.C.....	727 81	Brodeur.....	P.Q.....	19 75
Boyd's.....	N.S.....	34 47	Brokenhead.....	Man.....	65 50
Boyer.....	P.Q.....	134 50	Brombury.....	Sask.....	55 50
Boyer Lake.....	Alberta...	157 06	*Broncho (opened 1-4-24).....	Sask.....	15 00
Boynon.....	P.Q.....	208 50	Bronson.....	Ont.....	41 50
Brackenrig.....	Ont.....	84 00	Bronson Settlement.....	N.B.....	45 00
Brackley Beach.....	P.E.I.....	199 00	Bronx Park, (opened 23-7-23).....	P.Q.....	71 60
Brada.....	Sask.....	10 75	Brookdale.....	P.Q.....	111 80
Bradley Creek.....	Ont.....	34 80	Brookfield Mines.....	N.S.....	93 80
Bradore Bay.....	P.Q.....	35 00	Brookline.....	P.Q.....	52 25
Bragg Creek.....	Alberta...	84 40	Brooklyn Corner.....	N.S.....	120 50
Bramber.....	N.S.....	124 25	Brookside.....	Sask.....	106 25
Branch Brook.....	N.B.....	39 00	Brooksley.....	Alberta...	38 80
Branch La Have.....	N.S.....	113 25	Brookvale.....	N.B.....	10 00
Bransfield.....	N.B.....	95 20	Brookvale.....	N.S.....	122 00
Brantville.....	N.B.....	44 25	Brook Village.....	N.S.....	159 50
Bras d'Apic.....	P.Q.....	227 80	Brookville.....	N.B.....	165 00
Brass Hill.....	N.S.....	197 25	Brophy's.....	N.S.....	17 50
Brazil Lake.....	N.S.....	183 60	Brora.....	Sask.....	95 25
Breault Mill.....	P.Q.....	43 00	Brosseau.....	Alberta...	252 00
Breau Village.....	N.B.....	140 00	Brotherston.....	Ont.....	37 00
Brèche à Manon.....	P.Q.....	164 75	Brough.....	Sask.....	49 25
Breckenridge Station.....	P.Q.....	245 63	Brower.....	Ont.....	144 95
Breda.....	Alberta...	15 00	Brown.....	Man.....	153 84
Bredin.....	Alberta...	15 00	Brownfield.....	Alberta...	98 00
Bremen.....	Sask.....	193 70	Brown Hill.....	Ont.....	131 40
Brennan Hills.....	P.Q.....	155 00	Browning Island (summer office).....	Ont.....	80 00
Brennen.....	Ont.....	168 90	Brown's Flats.....	N.B.....	447 37
Brentha.....	Ont.....	77 00	Brownsville.....	N.S.....	62 10
Brentwood.....	Ont.....	268 50	Brueton.....	Ont.....	30 00
Brentwood.....	N.S.....	70 00	Brumlie.....	Man.....	37 10
Brest.....	N.B.....	88 30	Brunetville.....	Ont.....	115 00
Bretagneville.....	N.B.....	86 75	Brunner.....	Ont.....	241 80
Brethour.....	Ont.....	64 55	Brutus.....	Alberta...	114 53
Brewer.....	Sask.....	96 00	Bryant.....	Sask.....	169 00
Brewesterville.....	Man.....	13 20	Bryants Corner.....	N.B.....	64 00
Briar Lake.....	N.S.....	37 90	Brynton.....	N.B.....	79 75
Briarlea.....	Sask.....	34 00	Brynmarr.....	B.C.....	47 62
Bridge Lake.....	B.C.....	170 00	Bryon Island (summer office).....	P.Q.....	5 00
Bridgeville.....	P.Q.....	243 60	Brysonville.....	P.Q.....	260 05
Bridstow.....	Alberta...	14 00	B-Say-Tah (summer office).....	Sask.....	29 10
Briereville.....	Alberta...	11 00	Bucke.....	Ont.....	101 50
Brigade Lake.....	B.C.....	88 75	Buckfield.....	N.S.....	62 00
Brigg's Corner.....	N.B.....	32 27	Buckhorn.....	Alberta...	56 80

*Credit for new office not yet opened.

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Buck Lake (closed 31-1-24)	Ont.	3 00	Calhoun	N.B.	85 00
Bucklaw	N.S.	51 75	Caliento	Man.	210 13
Buckley (summer office)	N.B.	6 62	California	N.B.	60 50
Buetouche Bay	N.B.	36 00	Callieres	P.Q.	38 69
Budd Mills	Ont.	13 00	Calling Lake	Alberta.	17 00
Buena Vista	B.C.	48 00	Cambria	P.Q.	81 00
Buffalo Gap	Sask.	76 00	Cambridge	N.S.	115 83
Buffalo Horn	Sask.	57 00	Camden	N.S.	51 50
Buffalo Lake	Alberta.	30 41	Camel Chute	Ont.	52 10
Buffalo View	Alberta.	21 00	Cameron Lake	B.C.	91 00
Buford	Alberta.	243 70	Cameron's Mills	N.B.	28 00
Bugeaud (opened 3-7-23)	P.Q.	45 00	Cameron Settlement	N.S.	28 62
Buller	Ont.	32 00	Campbelldale	N.S.	20 00
Bulstrode Station	P.Q.	257 78	Campbell Hill	Alberta.	23 00
Bunglass	Sask.	22 50	Campbell Mountain	N.S.	13 01
Burfield	Alberta.	124 00	Campbellton	Ont.	72 00
Burgis	Sask.	164 50	Camperdown	Ont.	304 65
Burk's Corners	P.Q.	74 25	Camperdown	N.S.	20 00
Burleigh	Ont.	31 40	Campville	Man.	277 10
Burleigh Falls	Ont.	193 50	Camp Lake	Sask.	29 00
Burlington	N.S.	126 00	Camp Onareau (summer office)	P.Q.	20 00
Burnaby	Ont.	105 65	Campsie	Alberta.	18 13
Burnbank	Man.	37 54	Cana	Sask.	129 00
Burnley	Ont.	153 90	Canaan	N.S.	19 00
Burnside	Man.	191 40	Canaan Rapids	N.B.	9 00
Burnsville	N.B.	618 89	Canada Creek	N.S.	58 00
Burpee	Ont.	32 50	Canal	Ont.	211 50
Burquitlam	B.C.	126 70	Canal Flats	B.C.	141 00
Burr	Sask.	125 00	Canim Lake	B.C.	66 26
Burrard Inlet	B.C.	1,700 00	Cannamore	Ont.	217 00
Burridge	Ont.	185 75	Cannell	Alberta.	20 00
Burriss	Ont.	248 20	Cannes	N.S.	298 05
Burritt	Ont.	49 75	Canning	Ont.	114 00
Burteh	Ont.	72 00	Cannington Manor (closed 7-7-23)	Sask.	Nil
Burtonsville	Alberta.	50 25	Canobie	N.B.	105 00
Burwash	Ont.	984 29	Canoe Cove	P.E.I.	95 50
Bush Island (opened 7-4-23)	N.S.	92 50	Canoe Lake	N.S.	27 00
Butedale	B.C.	347 45	Canopus	Sask.	41 65
Butterby	Sask.	40 00	Canous	N.B.	10 70
Butterton	Sask.	20 00	Canough Creek	B.C.	24 25
Byng	Man.	19 50	Cantal (closed 31-10-23)	Sask.	12 55
Byron	Ont.	539 01	Cantin	P.Q.	43 00
Cabin Lake (opened 1-8-23)	Alberta.	27 50	Canton	Ont.	191 00
CACHALOT	B.C.	135 50	Canton Begin	P.Q.	82 75
Cache Creek	B.C.	121 25	Canton Taché	P.Q.	167 50
Cacouna South (summer office)	P.Q.	88 00	Canuck	Sask.	41 02
Caie Settlement	N.B.	8 00	Cap à la Baliene	P.Q.	61 09
Cailmount	Sask.	66 00	Cap à la Branche	P.Q.	147 95
Cails Mills	N.B.	39 00	Cap au Corbeau	P.Q.	14 00
Cain's Mountain	N.S.	45 00	Cap au Renard	P.Q.	74 91
Caistor Centre	Ont.	375 25	Cap aux Oies	P.Q.	70 70
Caithness	B.C.	243 00	Cap aux Os	P.Q.	175 35
Calahoo	Alberta.	112 91	Cap Bateau	N.B.	46 00
Calais	Alberta.	197 70	Cap d'Espoir (1-7-23)	P.Q.	257 45
Caldbeck	Alberta.	29 75	Cap des Rosiers Est.	P.Q.	143 75
Calderbank	Sask.	71 60	Cape Augnet	N.S.	53 00
Caldwell	P.Q.	48 95	Cape Chin	Ont.	46 50
Caldwell	Alberta.	19 63	Cape Croker	Ont.	171 50
Caldwell Brook	N.B.	124 50	Cape Dauphin	N.S.	39 35
Caledonia	N.S.	185 15	Cape de Moisselle Creek	N.B.	105 60
Caledonia	P.E.I.	35 00	Cape d'Or (closed 15-11-23)	N.S.	5 00
Caledonia Mills	N.S.	25 00	Cape Enrage	N.B.	30 00
Calendula	Alberta.	25 05	Cape George	N.S.	44 50
Calgary Sub-Office No. 7	Alberta.	(a)	Cape George Harbour	N.S.	34 00
Calgary Sub-Office No. 23	Alberta.		Cape Jack	N.S.	32 00
Calgary Sub-Office No. 25	Alberta.		Cape Negro	N.S.	153 25
Calgary Sub-Office No. 26	Alberta.		Cape Negro Island	N.S.	55 00
			Cape Sable Island (south side)	N.S.	142 02

a) For Revenue see under Calgary Sub-Offices.

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Cape Scott.....	B.C.....	93 47	Castle Rock.....	B.C.....	140 40
Cape Station.....	N.B.....	96 00	Catalone.....	N.S.....	90 25
Capilano.....	B.C.....	662 36	Catalone Gut.....	N.S.....	36 84
Capitol Hill.....	B.C.....	426 95	Catalone Road.....	N.S.....	67 00
Cap La Ronde.....	N.S.....	87 00	Catamount.....	N.B.....	46 00
Cap Lumière.....	N.B.....	40 20	Catawact.....	Ont.....	174 50
Cappon.....	Alberta...	155 01	Catchacoma.....	Ont.....	83 00
Cap Rouge.....	P.Q.....	857 36	Cater.....	Sask.....	35 00
Cap Rouge.....	N.S.....	24 30	Caulfield.....	B.C.....	91 25
Cap St. Fidèle.....	P.Q.....	55 00	Cavers.....	Ont.....	207 40
Cap St. Ignace Station.....	P.Q.....	470 00	Cawood.....	P.Q.....	42 60
Cap St. Martin.....	P.Q.....	214 00	Cayer.....	Man.....	127 45
Capstick.....	N.S.....	57 05	Cazaville (re-opened 3-7-23).....	P.Q.....	184 30
Cap Tourmente.....	P.Q.....	172 00	Cecebe.....	Ont.....	57 37
Capucins.....	P.Q.....	141 85	Cecil.....	Sask.....	47 00
Caramat.....	Ont.....	111 59	Cedar.....	B.C.....	410 00
Caracajou (opened 1-12-23).....	Alberta...	25 00	Cedarbrae.....	Ont.....	158 33
Cardell.....	Sask.....	115 25	Cedar Croft (summer office).....	Ont.....	75 00
Carey.....	Man.....	144 06	Cedarkine.....	Man.....	54 91
Carey's Hill.....	P.Q.....	185 00	Cedar Lake.....	Man.....	5 00
Cariboo Gold Mines.....	N.S.....	85 08	Celtic.....	Sask.....	42 55
Cariboo Island.....	N.S.....	12 00	Centennial.....	N.S.....	49 00
Cariboo Islands.....	P.Q.....	81 80	Central Argyle.....	N.S.....	256 70
Cariboo Marsh.....	N.S.....	45 00	Central Blissville.....	N.B.....	302 00
Carlea.....	Sask.....	227 35	Central Earlton.....	N.S.....	16 00
Carleton Ouest.....	P.Q.....	62 50	Central Greenwich.....	N.B.....	171 65
Carleton Village.....	N.S.....	90 90	Central Grove.....	N.S.....	165 35
Carlin.....	B.C.....	169 50	Central Hampstead.....	N.B.....	144 40
Carling.....	Ont.....	43 75	Central New Annan.....	N.S.....	79 70
Carlingford.....	N.B.....	19 75	Central North River.....	N.S.....	42 10
Carling Lake.....	P.Q.....	59 00	Central Port Mouton.....	N.S.....	323 11
Carlington (opened 2-4-23).....	Ont.....	103 50	Central Waterville.....	N.B.....	29 87
Carlisle (closed 1-1-24).....	N.B.....	49 25	Central Wood Harbour.....	N.S.....	98 00
Carlos.....	Alberta...	59 50	Central Acadie.....	N.B.....	80 00
Carlowrie (re-opened 1-12-23).....	Man.....	16 50	Centredale.....	N.S.....	19 00
Carlow.....	N.B.....	9 00	Centre Dummer.....	Ont.....	56 00
Carlton Hill.....	Alberta...	31 62	Centre Island.....	B.C.....	84 50
Carlyle Lake Resort (summer office).....	Sask.....	200 87	Centre Millstream.....	N.B.....	32 75
Carmel (opened 1-3-24).....	P.Q.....	16 00	Centre Musquodoboit.....	N.S.....	256 90
Carnagh.....	Sask.....	55 00	Centre Nappan.....	N.B.....	235 25
Carnavon.....	Ont.....	376 43	Centre St. Simon.....	N.B.....	51 70
Carnforth.....	Alberta...	34 05	Centreton.....	Ont.....	293 25
Carnoustie.....	Sask.....	40 25	Centreview.....	Ont.....	47 00
Caron Brook.....	N.B.....	246 31	Centre Village.....	N.B.....	6 10
Carpenter (opened 3-11-23).....	Ont.....	15 00	Centreville.....	N.S.....	464 50
Carr.....	Ont.....	140 00	Centreville East.....	N.S.....	66 00
Carragana.....	Sask.....	370 00	Centurion.....	Ont.....	43 55
Carroll.....	P.Q.....	62 80	Chaffey's Locks.....	Ont.....	716 00
Carroll's Corners.....	N.S.....	42 93	Chagoness.....	Sask.....	122 50
Carroll's Crossing.....	N.B.....	173 25	Chahoon.....	P.Q.....	236 00
Carrollton.....	Sask.....	54 00	Chailey.....	Alberta...	64 30
Carrot Creek.....	Alberta...	186 65	Chalifoux.....	P.Q.....	35 50
Carrot River.....	Sask.....	69 50	Chamadaska (closed 30-6-23).....	B.C.....	3 10
Carr's Brook.....	N.S.....	119 98	Chambery (closed 15-1-24).....	Sask.....	56 99
Carsonby.....	Ont.....	73 70	Chambord Est.....	P.Q.....	19 00
Carter's Point.....	N.B.....	71 60	Champagne.....	Yukon...	330 47
Carterton.....	Ont.....	93 00	Champigny.....	P.Q.....	369 60
Casault.....	P.Q.....	54 40	Chance Harbour.....	N.B.....	243 00
Casavant.....	Alberta...	49 35	Chance Harbour.....	N.S.....	31 00
Casey.....	P.Q.....	235 12	Chandonnet.....	P.Q.....	17 02
Casimir (opened 15-9-23).....	Ont.....	92 57	Chandos.....	Ont.....	23 00
Caspaco.....	B.C.....	342 50	Chantler.....	Ont.....	89 01
Cassilis.....	N.B.....	128 25	Chantry.....	Ont.....	195 05
Castelnau.....	P.Q.....	93 00	Chapais.....	P.Q.....	122 00
Castaway (closed 15-8-23).....	N.B.....	2 30	Chapel Rock.....	Alberta...	24 25
Castle Bay.....	N.S.....	77 00	Chapleau Station (summer office).....	P.Q.....	50 00
Castle Coombe.....	Sask.....	17 00	Chaplin.....	N.S.....	55 25
Castledale.....	B.C.....	106 23	Chaplin Road.....	N.B.....	34 70
Castle Mountain (summer office).....	Alberta...	96 90	Chapman.....	Ont.....	105 25
Castlereagh.....	N.S.....	36 00	Chapple.....	Ont.....	46 00
			Charlesbourg West.....	P.Q.....	25 00

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Charleston.....	N.S.....	203 50	Chute Rouge.....	P.Q.....	76 45
Charleston.....	Ont.....	276 30	Chute Shipshaw.....	P.Q.....	81 00
Charleswood.....	Man.....	207 00	Chute Victoria.....	P.Q.....	47 05
Charles Cove.....	N.S.....	218 48	Cinema (opened 1-2-24).....	B.C.....	15 00
Charron.....	Alberta.....	10 00	Claire Fontaine.....	N.B.....	53 90
Chartersville.....	N.B.....	6 00	Clairvaux de Bagot.....	P.Q.....	183 75
Chartrand Corner.....	Ont.....	156 00	Clairvaux de Charlevoix.....	P.Q.....	62 76
Chase Corners.....	Ont.....	86 47	Clairville.....	N.B.....	44 70
Chaswood.....	N.S.....	122 50	Clam Bay.....	N.S.....	44 75
Chateau Lake Louise (summer office).....	Alberta.....	3,898 12	Clam Harbour.....	N.S.....	202 00
Chater.....	Man.....	214 08	Clam Point.....	N.S.....	38 00
Chatham Head.....	N.B.....	248 00	Clanricarde.....	Ont.....	62 00
Chaudière Basin.....	P.Q.....	243 90	Clapham.....	P.Q.....	61 74
Chaumont.....	P.Q.....	35 55	Clapperton.....	P.Q.....	153 00
Cheam View.....	B.C.....	39 00	Clarendon Station.....	N.B.....	151 60
Cheddar.....	Ont.....	33 90	Clarina.....	Ont.....	44 00
Cheecham (opened 15-11-23).....	Alberta.....	113 75	Clarinda.....	Alberta.....	39 50
Chellwood.....	Sask.....	24 00	Clarkboro.....	Sask.....	230 00
Chelmsford.....	N.B.....	83 60	Clarkleigh.....	Man.....	335 45
Chelsea.....	N.S.....	175 79	Clarke Manor.....	Alberta.....	15 00
Chemin Neuf.....	P.Q.....	35 00	Clark's Corners.....	N.B.....	247 00
Cheney Station.....	Ont.....	144 76	Clark's Crossing.....	Sask.....	55 00
Chénier.....	P.Q.....	170 75	Clark's Road.....	N.S.....	12 10
Cherryfield.....	N.S.....	70 31	Clarksville.....	N.S.....	222 25
Cherryfield.....	N.B.....	30 00	Clarkville.....	N.B.....	31 00
Cheery Hill.....	N.S.....	223 47	Claverhouse.....	N.S.....	23 00
Cherry Valley.....	P.E.I.....	312 35	Clavering.....	Ont.....	148 40
Cherryville.....	B.C.....	46 00	Clay Bank.....	Ont.....	21 55
Cherrywood.....	Ont.....	255 55	Claytonville.....	Sask.....	42 00
Chester Grant.....	N.S.....	51 00	Clear Hills.....	Alberta.....	22 00
Chester Nord.....	P.Q.....	30 73	Clear Lake.....	Ont.....	97 00
Chesterwold.....	Alberta.....	59 55	Clearland.....	N.S.....	8 00
Chevalier.....	P.Q.....	7 95	Clearview.....	Alberta.....	22 00
Cheviot.....	Sask.....	200 70	Clematis.....	Man.....	16 02
Chevrier.....	Ont.....	40 00	Clément.....	P.Q.....	118 75
Chezacut.....	B.C.....	30 25	Cleavelands.....	N.B.....	4 00
Chiasson.....	N.B.....	56 50	Cliffordvale.....	N.B.....	323 40
Chichester.....	P.Q.....	217 00	Clifton.....	N.B.....	260 00
Chief Lake.....	B.C.....	55 85	Cliftonville.....	Sask.....	45 00
Chigwell.....	Alberta.....	101 25	Clontarf.....	Ont.....	133 50
Chikopi (summer office).....	Ont.....	60 00	Clo-oose.....	B.C.....	294 50
Chilco.....	B.C.....	53 50	Cloridorme.....	P.Q.....	217 75
Chimney Corner.....	N.S.....	60 00	Cloridorme Ouest.....	P.Q.....	122 30
Chin.....	Alberta.....	262 60	Cloud Bay.....	Ont.....	88 50
Chinook Cove.....	B.C.....	252 00	Cloutier.....	P.Q.....	108 10
Chipman's Brook (closed 14-8-23).....	N.S.....	6 00	Cloverdale.....	N.S.....	23 00
Chipman's Corners (closed 31-5-23).....	N.S.....	Nil	Cloverdale (closed 31-10-23).....	N.B.....	44 25
Chippewa Hill.....	Ont.....	118 00	Cloverdale East (closed 31-10-23).....	N.B.....	12 80
Chisholm.....	N.S.....	45 00	Clover Hill.....	N.B.....	34 00
Chisholm Mills (opened 1-7-23).....	Alberta.....	460 10	Cloverleaf.....	Man.....	154 81
Chloridorme Ouest.....	P.Q.....	122 30	Cloverville.....	N.S.....	18 30
Choate (opened 1-8-23).....	B.C.....	120 80	Club Shawinigan.....	P.Q.....	70 00
Chocolate Cove.....	N.B.....	57 50	Cluffield.....	Sask.....	71 50
Choquette.....	P.Q.....	48 00	Clumber.....	Sask.....	21 00
Chortitz.....	Man.....	137 22	Clydesdale.....	Ont.....	60 19
Christian Island.....	Ont.....	128 00	Clymont.....	Alberta.....	24 25
Christieville.....	P.Q.....	97 71	Coal Branch Station.....	N.B.....	249 32
Christina.....	Ont.....	104 00	Coal Creek.....	N.B.....	220 96
Christina Lake.....	B.C.....	20 25	Coal Valley (opened 1-4-23).....	Alberta.....	210 00
Chu Chua.....	B.C.....	367 25	Coates' Mills.....	N.B.....	71 00
Church Hill.....	N.B.....	27 00	Coburn.....	N.B.....	404 25
Church Lake.....	N.S.....	45 51	Cocagne Cape.....	N.B.....	66 00
Church House.....	B.C.....	210 25	Cocagne Cove.....	N.B.....	59 00
Church Over.....	N.S.....	105 40	Cocagne River.....	N.B.....	26 00
Churchview.....	N.S.....	71 43	Cockburn Island.....	Ont.....	212 00
Chute Lake (closed 31-10-23).....	B.C.....	68 29	Coddle's Harbour.....	N.S.....	152 50
Chute Nairn.....	P.Q.....	110 00	Codette.....	Sask.....	247 28
Chutes Péribonka.....	P.Q.....	121 00	Coffinscroft.....	N.S.....	25 00
			Cognagun River.....	N.S.....	137 25
			Colbert.....	P.Q.....	26 50
			Coleleugh.....	Man.....	8 00

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Coldbrook.....	N.B.....	166 23	Cornwall.....	P.E.I.....	191 25
Cold Lake.....	Alberta.....	428 36	Cornwall Island.....	Ont.....	14 00
Cold Springs.....	Man.....	21 00	Coronation.....	N.B.....	30 00
Coldstream.....	N.S.....	19 00	Corriveau, (opened 15-12-23).....	P.Q.....	22 00
Cole Harbour.....	N.S.....	183 00	Corson's Siding.....	Ont.....	195 80
Cole Lake.....	Ont.....	156 60	Cortereal.....	P.Q.....	137 75
Coleman Corner.....	N.B.....	10 00	Costello.....	Ont.....	36 50
Colin.....	N.B.....	63 45	Cosmo.....	Alberta.....	55 25
College Grant.....	N.S.....	18 50	Cossetteville.....	P.Q.....	61 00
Collegeville.....	N.S.....	21 01	Coté.....	Sask.....	162 00
Collette Village.....	N.B.....	38 00	Coteau.....	Sask.....	36 00
Colletmount.....	B.C.....	97 50	Coteau Road.....	N.B.....	20 00
Collin's Inlet.....	Ont.....	902 05	Côte d'Or.....	N.B.....	46 00
Collholme (closed 11-12-23).....	Alberta.....	38 03	Côté's Mills closed 30-4-23).....	P.Q.....	Nil
Colomb.....	P.Q.....	57 50	Côte Ste Anne.....	N.B.....	17 00
Colombourg.....	P.Q.....	133 06	Côte St. Joseph (opened 7-8-23).....	P.Q.....	12 00
Colonial.....	N.S.....	71 00	Côte St. Leonard.....	P.Q.....	23 00
Colpton.....	N.S.....	96 50	Côte St. Michel.....	P.Q.....	(a)
Columbia Gardens.....	B.C.....	122 25	Côte St. Pierre.....	P.Q.....	147 27
Columbine.....	Alberta.....	42 00	Côte St. Vincent.....	P.Q.....	10 00
Colwell.....	Ont.....	51 44	Cotham.....	Sask.....	29 05
Comeau Ridge.....	N.B.....	43 00	Cottonwood (closed 17-3-23).....	Sask.....	Nil
Comeau's Hill.....	N.S.....	56 75	Cottonwood.....	B.C.....	199 00
Comeauville.....	N.S.....	270 02	Coughlan.....	N.B.....	192 50
Communda.....	Ont.....	279 20	Coulée.....	Sask.....	10 00
Compton Station.....	P.Q.....	84 00	Coulombe.....	P.Q.....	190 55
Comrey.....	Alberta.....	81 90	Coulson.....	Ont.....	174 00
Concession.....	N.S.....	321 50	Coultervale.....	Man.....	57 50
Concord.....	Ont.....	198 00	Country Harbour Lake.....	N.S.....	44 50
Condon Settlement.....	N.S.....	25 80	Country Harbour Mines.....	N.S.....	179 95
Congress.....	Sask.....	74 00	Coureclette.....	P.Q.....	40 00
Conjuring Creek.....	Alberta.....	42 00	Court.....	Sask.....	183 20
Connell Corners.....	Sask.....	35 45	Courval.....	Sask.....	200 50
Connolly.....	Alberta.....	13 00	Courtice.....	Ont.....	200 49
Connor.....	N.B.....	207 20	Cousineau.....	P.Q.....	58 00
Connor Creek.....	Alberta.....	100 45	Cousins.....	Alberta.....	38 00
Conn's Mills.....	N.S.....	98 73	Couturier.....	P.Q.....	147 39
Conquerall Mills.....	N.S.....	124 00	Couturval.....	P.Q.....	20 05
Cooking Lake.....	Alberta.....	146 25	Covedell.....	N.B.....	151 20
Cook's Brook.....	N.S.....	122 00	Cove Road.....	N.S.....	123 00
Cook's Cove.....	N.S.....	95 00	Covington.....	Sask.....	41 00
Cook's Creek.....	Man.....	280 00	Cowan.....	Man.....	259 48
Cookville.....	N.B.....	25 00	Cowan Creek.....	N.B.....	18 00
Cookville.....	Alberta.....	31 70	Cow Bay.....	N.S.....	16 00
Coombes Road.....	N.B.....	26 00	Coxby.....	Sask.....	21 06
Coomes.....	Ont.....	170 80	Coxheath.....	N.S.....	27 00
Coppr's Falls.....	Ont.....	124 00	Coxvale.....	Ont.....	26 55
Copeau.....	Sask.....	60 00	Coyote Valley.....	Alberta.....	26 00
Copeland.....	Sask.....	45 50	Coyne.....	Ont.....	265 09
Copley.....	Man.....	6 00	Cracroft.....	B.C.....	113 41
Copp.....	Ont.....	48 87	Craigellachie.....	B.C.....	199 03
Coppell.....	Ont.....	65 00	Craig Harbour.....	N.W.T.....	
Coppen (opened 1-7-23).....	Sask.....	372 00	Craigie.....	Sask.....	37 45
Copper Mountain.....	B.C.....	161 00	Craigie Lea.....	Ont.....	361 00
Copper River.....	B.C.....	127 50	Craiglands.....	Sask.....	73 75
Coppice Hill.....	Alberta.....	39 10	Craigleith.....	Ont.....	55 00
Corberrie.....	N.S.....	169 95	Craigmillar.....	Alberta.....	23 00
Corcoran.....	P.Q.....	29 00	Craigmore, N.S., Late Creigh-		
Cordova Bay (closed 31-8-23).....	B.C.....	7 95	nish Station.....	N.S.....	137 12
Coriander.....	Sask.....	55 00	Craig's Crossing.....	B.C.....	95 49
Cork.....	Alberta.....	23 50	Craig's Road Station.....	P.Q.....	71 35
Corkery.....	Ont.....	98 00	Cramersburg.....	Sask.....	69 27
Cork Station.....	N.B.....	104 25	Cranberry.....	P.Q.....	23 00
Corleigh.....	Sask.....	13 00	Cranbourne.....	P.Q.....	36 43
Cormac.....	Ont.....	186 85	Crandall Road.....	N.S.....	21 00
Cormier's Cove.....	N.B.....	49 00	Crane River.....	Man.....	100 58
Cormier Village.....	N.P.....	58 00	Crane Valley.....	Sask.....	114 75
Cormierville.....	N.B.....	95 00	Cranton Section.....	N.S.....	263 15
Corner of the Beach.....	P.Q.....	415 20	Crawford's Grove.....	Ont.....	134 65
Cornucopia.....	Alberta.....	127 00			

(a) For Revenue see under Montreal Sub-offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Crawford Park (opened 1-11-23).....	Man.....	46 00	Dacotah.....	Man.....	197 45
Crawfordville.....	P.Q.....	15 75	Dalhinda.....	Sask.....	112 56
Credit Forks (opened 1-6-23).....	Ont.....	198 00	Dahlton.....	Sask.....	386 65
Creek Road.....	N.B.....	14 00	D'Aiguillon.....	P.Q.....	94 75
Creemorne.....	P.Q.....	32 05	Daisy Lake.....	B.C.....	105 50
Creignish Rear.....	N.S.....	20 30	Dale.....	N.S.....	71 25
Crescent Beach.....	N.S.....	97 98	Dalehurst.....	Alberta.....	61 95
Crescent Grove.....	N.S.....	57 00	Dalen Lake.....	N.S.....	11 30
Crescent Hill.....	Sask.....	37 00	Dalesboro.....	Sask.....	48 90
Crescent Lake.....	Sask.....	30 00	Daleview.....	Sask.....	55 30
Crinan.....	Ont.....	100 00	Dalhousie East.....	N.S.....	129 40
Crippsdale.....	Alberta.....	15 05	Dalhousie Junction.....	N.B.....	260 95
Criess Creek.....	B.C.....	89 92	Dalhousie Lake.....	Ont.....	142 00
Crockett.....	N.B.....	27 00	Dalhousie Lake.....	N.S.....	38 00
Crocus (opened 1-8-23).....	Man.....	110 73	Dalhousie Mills.....	Ont.....	85 60
Croll (opened 7-8-23).....	Man.....	115 59	Dalhousie Road.....	N.S.....	131 00
Cromarty.....	Ont.....	294 00	Dalhousie West.....	N.S.....	127 50
Crombie Settlement.....	N.B.....	26 02	Dallas.....	Man.....	174 23
Cromwell.....	Man.....	8 00	Dalnas (opened 11-12-23).....	P.Q.....	49 60
Cross.....	Sask.....	92 25	Dalmuir.....	Alberta.....	27 00
Crosshill.....	Ont.....	100 47	Dalton Mills.....	Ont.....	982 20
Crossland.....	Ont.....	115 71	Daly.....	Man.....	8 00
Cross Lake.....	Man.....	48 00	Dalzell (closed 31-7-23).....	Sask.....	7 95
Cross Point.....	P.Q.....	257 00	Damascus.....	Ont.....	192 00
Cross Roads, Mid-Melford.....	N.S.....	196 75	Damour (opened 1-6-23).....	Sask.....	22 00
Cross Roads, Ohio.....	N.S.....	108 25	Danby.....	P.Q.....	204 35
Crouse Town.....	N.S.....	124 80	Danbury.....	Sask.....	6 00
Crowel.....	N.S.....	410 50	Danesville.....	N.S.....	9 99
Crowesford (closed 28-5-23).....	Sask.....	Nil	Danskin.....	B.C.....	102 77
Crowe's Landing (summer office).....	Ont.....	121 00	Danvers.....	N.S.....	68 00
Crowfoot.....	Alberta.....	139 03	Daphne (opened 1-7-23).....	Sask.....	59 00
Crow Lake.....	Ont.....	199 12	D'Arcy.....	B.C.....	149 83
Crow's Nest.....	N.S.....	27 82	Darling Lake.....	N.S.....	132 25
Crowtherview.....	Sask.....	53 00	Darling Road.....	Ont.....	187 50
Croydon.....	Ont.....	116 10	Darlington (opened 1-5-23).....	N.B.....	50 50
Croydon Station.....	B.C.....	175 86	Darmody.....	Sask.....	684 00
Crozier.....	Ont.....	216 50	Dartigny.....	P.Q.....	15 00
Cruikshank (opened 15-10-23).....	Sask.....	41 00	Davidson Corners.....	P.Q.....	10 81
Crutwell (opened 1-4-23).....	Sask.....	163 00	Davis Point.....	Man.....	156 95
Crystal Hill.....	Sask.....	72 50	Davison Street.....	N.S.....	30 00
Crystal Lake (opened 10-12-23).....	Ont.....	1 35	Davyroyd.....	Sask.....	42 25
Crystal Springs.....	Sask.....	150 00	Dawsonville.....	N.B.....	31 25
Cuffley.....	Sask.....	15 00	Dayspring.....	N.S.....	442 20
Culdaff.....	P.Q.....	102 00	Dayton.....	N.S.....	713 30
Cullen.....	Sask.....	138 00	Deacon.....	Ont.....	33 00
Cullen's Brook.....	P.Q.....	91 00	Dead Creek.....	Ont.....	181 52
Culligan.....	N.B.....	282 50	Dean.....	N.S.....	183 05
Culloden.....	N.S.....	91 50	Dearlock.....	Ont.....	29 25
Cullyton.....	Sask.....	41 00	Deaver.....	Alberta.....	11 40
Culross.....	Man.....	200 75	De Bay Cove.....	N.S.....	73 00
Cumberland House.....	Sask.....	154 40	Debolt.....	Alberta.....	57 98
Cumberland Mills.....	P.Q.....	91 00	Decker Lake.....	B.C.....	164 85
Cummings.....	Alberta.....	86 25	Deemerton.....	Ont.....	112 99
Cumming's Cove.....	N.B.....	71 00	Deep Cove.....	N.S.....	26 50
Cumming's Mountain.....	N.S.....	25 00	Deep Cove Island (re-opened 26-4-23).....	N.S.....	26 30
Cundles.....	Ont.....	86 00	Deepdale.....	N.S.....	76 00
Cupid.....	N.B.....	527 20	Deerholme.....	B.C.....	52 30
Curlew.....	Alberta.....	47 00	Deer Lodge.....	Sask.....	1 03
Currie's Crossing.....	Ont.....	256 85	Deer Mound.....	Alberta.....	19 45
Curry's Corner.....	N.S.....	* 25 00	Deer Park.....	B.C.....	260 90
Curryville.....	N.B.....	171 50	Deerwood.....	Man.....	110 81
Curve Lake.....	Ont.....	91 00	Dee Side.....	P.Q.....	35 65
Curvorton.....	N.B.....	63 00	Dee Valley.....	Sask.....	15 00
Custeau.....	P.Q.....	58 10	Detricheur (opened 2-5-23).....	P.Q.....	62 60
Cuvier.....	Sask.....	114 75	DeGrassi Point (summer office).....	Ont.....	175 00
Cypress.....	Sask.....	13 25	Delacour.....	Alberta.....	180 00
Cyr.....	P.Q.....	71 87	Delagrave.....	P.Q.....	317 50
			Delano.....	Alberta.....	60 25

*Credit for new office not yet opened.

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Delap's Cove.....	N.S.	72 00	Dolly Bay.....	Man.	31 14
Del Bonita.....	Alberta..	193 36	Donahue.....	Ont.	17 16
DeLery (summer office)			Donaldson.....	Ont.	68 00
(opened 11-7-23).....	P.Q.	94 50	Donatville.....	Alberta..	73 00
DeLesseps.....	P.Q.	53 70	Dongola.....	Ont.	33 75
Delph.....	Alberta..	42 00	Dongray.....	Alberta..	5 35
Delta Station.....	Man.	146 00	Donjean (closed 30-4-23).....	Sask.	Nil
Del Val.....	P.Q.	54 00	Donnybrook.....	N.S.	33 30
Demuth.....	B.C.	86 07	Dorchester Crossing.....	N.B.	191 75
Dennison Station (closed 15-6-23).....	B.C.	11 13	Doriston (closed 1-6-23).....	B.C.	Nil
Dennistown.....	N.S.	10 90	Doreil.....	P.Q.	393 00
Densmore's Mills.....	N.S.	126 45	Dorland.....	Ont.	254 52
Denver.....	N.S.	39 55	Dorothy.....	Alberta..	56 36
Depew.....	Sask.	35 51	Dorts Cove.....	N.S.	49 00
Dequen Nord.....	P.Q.	409 25	Dot.....	B.C.	97 45
Derby.....	N.B.	159 00	Doucetville.....	N.S.	152 97
Derby Junction.....	N.B.	143 75	Douglasfield.....	N.B.	40 00
Dermid.....	Ont.	21 00	Douglas Lake.....	B.C.	162 90
Derryville.....	Ont.	276 05	Douglaston.....	Sask.	51 00
Derry.....	Man.	(a)	Douglas West.....	P.Q.	87 20
De St. Just.....	P.Q.	124 00	Douro.....	Ont.	226 00
Deschambault Station.....	P.Q.	65 00	Dover.....	N.B.	13 00
Deschamps (opened 1-10-23).....	P.Q.	22 00	Dover Centre.....	Ont.	236 70
Desjarlais.....	Alberta..	89 75	Dovercourt.....	Alberta..	202 70
Desormeaux.....	P.Q.	55 28	Dover West.....	N.S.	137 30
Dessaint.....	P.Q.	126 00	Dowling Lake.....	Alberta..	30 00
Devault.....	P.Q.	36 00	Downing.....	Alberta..	9 00
Deveron.....	Sask.	140 00	Doyle's Brook.....	N.B.	37 00
Deveraux.....	N.B.	19 00	Doyleville.....	N.B.	23 00
Deville.....	Alberta..	127 75	Draguay.....	Man.	3 50
Devil's Island.....	N.S.	20 00	Drayton Valley.....	Alberta..	82 14
Devon.....	N.S.	24 00	Drew Station.....	Ont.	130 96
Devonshire (re-opened 14-5-23).....	Ont.	138 50	Drifting River.....	Man.	21 00
Dewey.....	B.C.	371 62	Driftwood.....	Ont.	156 30
De Wet.....	Man.	156 83	Driscoll Lake.....	Sask.	29 40
De Winton.....	Alberta..	578 96	Drohot.....	Sask.	20 25
Dickson.....	Alberta..	226 57	Drolet.....	P.Q.	40 00
Didyme.....	P.Q.	62 00	Drouin.....	P.Q.	15 00
Diebolt.....	Sask.	85 75	Droxford.....	Sask.	152 25
Dijon.....	P.Q.	200 47	Drumhead.....	N.S.	492 10
Dillon.....	Ont.	40 00	Drummondville.....	N.S.	59 35
Dill Siding.....	Ont.	50 00	Dry River.....	Man.	79 67
Dimock Creek.....	P.Q.	210 00	Dubail.....	P.Q.	20 00
Dina.....	Alberta..	146 40	Dube, (opened 1-1-24).....	N.B.	20 00
Dingwall.....	N.S.	90 84	Dublin Shore.....	N.S.	272 60
Dinorwic.....	Ont.	346 50	Duck Cove (summer office).....	N.B.	100 36
Dinton.....	Alberta..	44 02	Duck Range.....	B.C.	45 25
Dipper Harbour.....	N.B.	27 25	Duck Mountain.....	Man.	18 00
Dipper Harbour West.....	N.B.	159 20	Duck River.....	Man.	32 00
Dirt Hills.....	Sask.	52 35	Dudley.....	Ont.	60 50
Ditton Park.....	Sask.	61 00	Dudswell Junction.....	P.Q.	126 33
Divide.....	Sask.	54 13	Dufaultville.....	P.Q.	88 00
Divide.....	N.B.	23 00	Dufferin.....	N.B.	22 45
Dixon (closed 5-11-23).....	N.B.	22 13	Dufour.....	P.Q.	45 00
Dixon's Corners.....	Ont.	237 50	Dufourville.....	N.B.	42 00
Dnipro.....	Alberta..	13 00	Dufresne.....	Man.	117 50
Dobson's Corner.....	N.B.	53 75	Dufrost.....	Man.	224 86
Dobrowody.....	Sask.	22 50	Dugald.....	Man.	484 31
Dock.....	P.Q.	46 45	Dugas.....	N.B.	29 73
Doctor's Brook.....	N.S.	39 25	Duguaville.....	N.B.	34 91
Doctor's Cove.....	N.S.	167 50	Dugwal, (opened 20-3-23).....	Ont.	162 90
Dodd Lake.....	P.Q.	56 06	Duhamel.....	P.Q.	134 76
Doe Lake.....	Ont.	140 75	Duke.....	Sask.	31 00
Dog Creek.....	B.C.	39 00	Dumbarton Station.....	N.B.	80 50
Dogherty.....	N.B.	21 00	Dumoine.....	P.Q.	25 00
Dog Pound.....	Alberta..	161 20	Dunakym.....	N.S.	48 90
Dolcy.....	Alberta..	84 85	Dunallen.....	Man.	50 00
Dollardton.....	B.C.	943 82	Dunany.....	P.Q.	92 30
			Dunboyne.....	Ont.	311 00
			Duncan.....	N.S.	152 50

(a) For revenue see under Winnipeg sub-offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Duncan Cove.....	N.S.	41 25	East Fraserville.....	N.S.	55 30
Dundarave.....	B.C.	598 50	East Galloway.....	N.B.	29 30
Dundas.....	N.B.	36 51	Eastgate.....	Alberta..	25 00
Dundee.....	N.B.	25 00	East Glassville.....	N.B.	69 40
Dundee.....	Man.	43 31	East Greenfield.....	P.Q.	116 95
Dundee.....	N.S.	55 50	East Hall's Harbour Road..	N.S.	57 60
Dundonald.....	Ont.	225 00	East Hungerford.....	Ont.	25 00
Dunedin.....	Ont.	218 80	East Jeddore.....	N.S.	217 00
Dunelm.....	Sask.	198 50	East Kelowna.....	B.C.	281 49
Dunkin.....	P.Q.	95 30	East La Have.....	N.S.	741 15
Dunleath.....	Sask.	25 00	Eastlake.....	N.S.	8 00
Dunmaglass.....	N.S.	19 00	East Lawrencetown (Late		
Dunmore.....	N.S.	24 00	Lawrencetown).....	N.S.	76 30
Dunn.....	Alberta..	89 25	East Leicester.....	N.S.	40 28
Dunn's Valley.....	Ont.	111 25	Eastleigh.....	Sask.	138 00
Dunraven.....	P.Q.	168 00	East Linton.....	Ont.	47 25
Dunster.....	B.C.	309 00	East Margaree.....	N.S.	262 50
Dunvegan.....	Alberta..	46 71	East Mines Station.....	N.S.	220 84
Dunvegan.....	N.S.	118 00	East New Annan.....	N.S.	73 40
Dupez's Corner.....	N.B.	162 25	Easton.....	N.S.	51 75
Durieu.....	B.C.	64 10	East Poplar River.....	Sask.	38 00
Dutch Brook.....	N.S.	29 00	East Portapique.....	N.S.	90 75
Dutch Settlement.....	N.S.	42 00	East Quinan.....	N.S.	144 10
Dwyer Hill.....	Ont.	46 86	East River Point.....	N.S.	166 00
Dyer's Bay.....	Ont.	120 45	East River, Sheet Harbour.	N.S.	68 50
Dyment.....	Ont.	218 85	East Riverside.....	N.B.	62 00
Dynevior.....	Man.	32 50	East Rogerville.....	N.B.	24 00
			East Roman Valley.....	N.S.	59 60
Eagle Bay.....	B.C.	62 51	East Sable River.....	N.S.	89 20
Eagle Butte.....	Alberta..	82 50	East Side of Ragged Island.	N.S.	104 55
Eagle Depot.....	P.Q.	263 50	East Side Port L'Hébert.....	N.S.	72 00
Eagle Head.....	N.S.	154 50	East Sooke.....	B.C.	30 00
Eagle Hill.....	Alberta..	146 00	East Uniacke.....	N.S.	27 00
Eagle Point.....	Sask.	16 00	Eastvale.....	Alberta..	80 50
Eakindale.....	Sask.	16 50	Eastville.....	N.S.	240 00
Earl (closed 30-6-23).....	Sask.	5 00	East Walton.....	N.S.	28 25
Earlie.....	Alberta..	44 25	East Waterville.....	N.B.	30 00
Earlswood.....	Sask.	16 00	East Wentworth.....	N.S.	250 70
Earlstone.....	Alberta..	49 05	Eaton.....	P.Q.	222 85
Earlville.....	Alberta..	41 00	Eatonville.....	N.S.	19 20
East Advocate.....	N.S.	100 21	Ebbsfleet.....	P.E.I.	68 05
East Aldfield.....	P.Q.	132 35	Eboulements Centre.....	P.Q.	117 10
East Anglia.....	Sask.	113 05	Eboulements Est.....	P.O.	29 50
East Arlington.....	N.S.	28 61	Echohill.....	Alberta..	73 50
East Baccaro.....	N.S.	76 75	Echo Lake.....	Ont.	25 11
East Bay.....	Man.	181 90	Echo Vale.....	P.Q.	58 03
East Bay.....	N.S.	114 00	Economy Point.....	N.S.	159 00
East Bay, North Side.....	N.S.	35 30	Ecoole.....	B.C.	111 50
East Bideford.....	P.E.I.	33 00	Ecum Secum.....	N.S.	430 50
Eastbourne (summer office).....	Ont.	91 70	Ecum Secum Bridge.....	N.S.	179 40
East Braintree.....	Man.	130 25	Eddyside.....	Sask.	103 92
East Branch.....	P.Q.	35 00	Eddystone (opened 1-5-23)...	Man.	161 82
East Branch River John.....	N.S.	15 00	Eden.....	Ont.	297 49
East Brenton.....	N.S.	31 81	Eden Grove.....	Ont.	266 00
East Brighton.....	N.B.	40 50	Edenbridge.....	Sask.	175 60
Eastbrook.....	Sask.	87 30	Edenkillie.....	Sask.	24 00
East Brookville.....	N.S.	61 00	Eden Lake.....	N.S.	71 75
Eastburg.....	Alberta..	144 01	Eden Mills.....	Ont.	146 20
East Centreville.....	N.B.	95 00	Edgar.....	Ont.	205 00
East Chebogue.....	N.S.	69 75	Edgell.....	Sask.	13 00
East Chezzetcook.....	N.S.	270 50	Edgewater.....	B.C.	128 50
East Clifford.....	N.S.	36 50	Edina.....	P.Q.	69 00
East Colette.....	N.B.	69 23	Edmonton Sub-Office No. 4.	Alberta..	(a)
East Dover.....	N.S.	153 05	Edmonton Sub-Office No. 6.	Alberta..	
East Earlton.....	N.S.	69 70	Edmonton Sub-Office No. 7.	Alberta..	
Eastern Passage.....	N.S.	249 70	Edmonton Sub-Office No. 9.	Alberta..	
Eastern Points.....	N.S.	58 50	Edmonton Sub-Office No. 14.	Alberta..	
East Ferry.....	N.S.	156 79	(opened 9-8-23).....	Alberta..	
East Folly Mountain.....	N.S.	44 10	Edmore.....	Sask.	68 50
			Edmund.....	Sask.	106 00

(a) For revenue see under Edmonton

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Edwardsville.....	N.S.	15 00	Ermine.....	Sask.	165 00
Edwin.....	Man.	201 70	Escuminac.....	N.B.	85 75
Edy's Mills.....	Ont.	157 50	Escuminac East (opened 12-9-23).....	P.Q.	19 92
Eel Cove.....	N.S.	32 00	Escuminac Flats.....	P.Q.	114 45
Eel River Bridge.....	N.B.	210 02	Escuminac Nord.....	P.Q.	90 00
Egg Island.....	P.Q.	29 85	Eskasoni.....	N.S.	39 00
Egg Lake, (Late Bouvier).....	Alberta.	63 25	Eskasoni Chapel.....	N.S.	30 00
Egerton.....	N.S.	202 10	Esperance.....	Sask.	30 75
Egmondville.....	Ont.	352 75	Essex.....	N.S.	18 00
Eholt.....	B.C.	69 00	Essondale.....	B.C.	1,006 88
Eight Island Lake.....	N.S.	98 50	Essonville.....	Ont.	35 45
Ekhart.....	Man.	73 25	Ess Creek.....	Ont.	126 50
Elardee.....	Sask.	56 10	Estevan Point (opened 1-11-23).....	B.C.	42 70
Elbourne.....	Sask.	20 50	Esther.....	Alberta.	19 85
Elbridge.....	Alberta.	31 00	Estmere.....	N.S.	96 50
Elcan.....	Alberta.	31 00	Etang des Caps.....	P.Q.	10 00
Elderbank.....	N.S.	208 00	Ethelton.....	Sask.	120 30
Eldon Station.....	Ont.	258 00	Ethelwyn.....	Alberta.	95 42
Eldorena.....	Alberta.	48 00	Etna.....	N.S.	24 00
Electric.....	Ont.	212 25	Etobicoke (re-opened 1-9-23).....	Ont.	179 20
Elgin House (summer office).....	Ont.	655 00	Etruria.....	Man.	18 50
Elgin Mills.....	Ont.	220 75	Etrick.....	Ont.	96 00
Elgin Road.....	P.Q.	146 05	Ettyville.....	Ont.	42 50
Elizabeth Bay.....	Ont.	75 00	Etwell.....	Ont.	137 73
Elkdale.....	Man.	105 00	Eustis.....	P.Q.	244 00
Elk Prairie.....	B.C.	20 00	Evandale.....	N.B.	114 00
Elk Ranch.....	Man.	79 90	Evangeline.....	N.B.	22 00
Elkton.....	Alberta.	143 80	Evanston.....	N.S.	122 50
Elkwater.....	Alberta.	87 50	Evansville.....	Ont.	131 95
Ellaton.....	Ont.	59 02	Evelyn (opened 16-11-23).....	B.C.	60 50
Ellerslie Station.....	P.E.I.	602 00	Everard.....	Ont.	284 50
Ellis.....	Ont.	148 70	Everell.....	P.Q.	62 45
Ellisboro.....	Sask.	224 80	Everett.....	N.B.	69 56
Elliscott.....	Alberta.	127 50	Evergreen.....	Alberta.	128 75
Ellwood.....	Ont.	48 00	Eversley.....	Ont.	207 00
Elma.....	Ont.	165 75	Ewan.....	Ont.	69 00
Elm Brook.....	Ont.	68 00	Ewelme.....	Alberta.	52 75
Elmeroft.....	N.B.	39 00	Ewing.....	Alberta.	27 00
Elm Grove.....	Man.	99 22	Ewing's Landing.....	B.C.	450 94
Elm Hill.....	N.B.	34 00	Excelsior.....	Ont.	182 50
Elmhurst (closed 30-6-23).....	N.B.	6 00	Excelsior.....	Alberta.	18 00
Elmsdale.....	P.E.I.	791 11	Exmoor.....	N.B.	9 00
Elm Springs.....	Sask.	60 76	Fafard.....	P.Q.	4 00
Elmstead.....	Ont.	114 11	Fairdale.....	Sask.	10 00
Elmsvale.....	N.S.	211 65	Fairfield.....	N.B.	119 10
Elmsville.....	N.B.	213 20	Fairholme.....	Ont.	25 00
Elm Tree.....	Ont.	159 98	Fairholm (opened 1-8-23).....	Sask.	106 03
Elmworth.....	Alberta.	40 00	Fairlawn.....	Sask.	20 39
Elsas.....	Ont.	995 75	Fairmede.....	Sask.	21 95
Elsie.....	Ont.	49 50	Fairmont.....	N.S.	28 35
Elswick.....	Sask.	84 99	Fairmont Springs.....	B.C.	157 00
Elysee.....	P.Q.	70 95	Fairport (summer office).....	Ont.	125 00
Elzevir.....	Ont.	65 00	Fair Vale.....	N.B.	935 00
Emberson.....	Ont.	8 00	Fairview Station.....	N.S.	(b)
Emerald.....	N.S.	8 00	Fairy dell.....	Alberta.	100 42
Emerson.....	N.B.	69 50	Fairy Glen.....	Sask.	111 00
Encombe.....	B.C.	101 35	Fairy Hill.....	Sask.	77 92
Engen.....	B.C.	85 40	Faith.....	Alberta.	118 30
English.....	Ont.	440 78	Falkland.....	N.S.	57 00
English Corner.....	N.S.	110 80	Falkland.....	B.C.	304 67
Enid.....	Sask.	90 13	Fallbrook (summer office).....	Ont.	248 00
Ennishore.....	N.B.	60 00	Fall River.....	Ont.	30 50
Enon.....	N.S.	31 00	Fame Point.....	P.Q.	91 80
Ensligh.....	Alberta.	161 20	Fanford.....	Sask.	60 00
Entrelae (summer office).....	P.Q.	145 00	Faraday.....	Ont.	14 25
Entry Island.....	P.Q.	24 00	Fareham.....	Alberta.	100 55
Epping.....	Ont.	71 00			
Eramosa.....	Ont.	142 35			
Erie Beach (summer office).....	Ont.	195 15			
Erin Lodge.....	Alberta.	19 00			

(b) For revenue see under Halifax Sub.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Farewell Cove.....	P.Q.	144 00	Floodden.....	P.Q.	54 86
Farley (opened 24-9-23).....	P.Q.	68 25	Flood.....	B.C.	187 52
Farmingdale.....	Sask.	123 78	Floral (closed 31-10-23).....	Sask.	57 48
Farmington.....	N.S.	27 30	Florann.....	Alberta.	54 75
Farmville.....	N.S.	6 00	Flowing Well.....	Sask.	147 25
Farrington Hill.....	Ont.	(a)	Flynn.....	P.Q.	35 00
Farrington.....	Ont.	44 00	Foley.....	Man.	105 32
Faucher.....	P.Q.	76 75	Folkins.....	N.B.	88 75
Faulkner.....	Man.	281 77	Foch.....	B.C.	26 85
Faust.....	Alberta.	376 02	Foisy.....	Alberta.	44 00
Fauvell.....	P.Q.	166 00	Folly Lake.....	N.S.	192 30
Fauxbourg.....	N.S.	15 00	Folly Mountain.....	N.S.	32 00
Fawcett Hill.....	N.B.	17 50	Fonderie.....	P.Q.	67 82
Fawn Lake.....	Alberta.	156 00	Fonehill.....	Sask.	85 60
Feener's Corner.....	N.S.	54 03	Fontenelle.....	P.Q.	335 60
Feltz South.....	N.S.	121 50	Foothills.....	Alberta.	372 85
Fenner.....	Alberta.	42 50	Forbes Point.....	N.S.	157 00
Fenwick.....	N.B.	48 35	Forcina.....	Alberta.	23 75
Ferguson's Lake.....	N.S.	35 00	Ford Bank.....	N.B.	41 75
Ferguson Flats.....	Alberta.	85 00	Ford's Mills.....	N.B.	201 05
Ferland.....	Sask.	66 05	Foreman.....	Alberta.	57 00
Ferme Rouge.....	P.Q.	28 00	Forest City.....	N.B.	65 65
Fermoy.....	Ont.	96 00	Forester.....	Sask.	248 90
Fern Creek.....	Alberta.	26 00	Forest Farm.....	Sask.	48 55
Ferndale.....	N.B.	11 70	Forest Glen.....	N.S.	15 00
Ferndale House (summer office).....	Ont.	78 00	Forest Grove.....	B.C.	209 54
Fern Glen.....	Ont.	162 00	Forest Hall.....	Sask.	38 00
Fernlee.....	Ont.	49 80	Forest Hill.....	N.B.	35 75
Fernleigh.....	Ont.	99 00	Forest Home.....	N.S.	42 11
Fernmount.....	N.B.	54 96	Forest Lawn.....	Alberta.	357 50
Feronia.....	Ont.	240 00	Forest Nook (summer office).....	Ont.	400 90
Ferrybank.....	Alberta.	60 15	Foreston.....	N.B.	299 39
Ferry Road.....	N.B.	139 00	Forfar.....	Ont.	272 50
Fertility.....	Alberta.	67 30	Fork Lake.....	Alberta.	59 00
Fetherston.....	Ont.	52 00	Forks.....	N.B.	12 50
Feuille d'érable.....	P.Q.	249 30	Forks Baddeck.....	N.S.	65 50
Fielding.....	N.B.	134 80	Fort à la Corne.....	Sask.	85 52
Fife.....	B.C.	458 25	Fort Alexander.....	Man.	117 50
Fife Lake.....	Sask.	111 00	Fort Assiniboine.....	Alberta.	195 30
Figuary.....	P.Q.	160 00	Fort Augustus.....	P.E.I.	61 00
Findlay.....	Man.	313 78	Fort Chipewyan.....	Alberta.	222 29
Findland.....	Ont.	71 00	Fortescue.....	Ont.	46 00
Findlay Forks.....	B.C.	15 00	Fort Fitzgerald.....	Alberta.	231 19
Finlayson.....	N.S.	15 00	Fortier.....	Man.	399 70
Finmark.....	Ont.	225 76	Fort Garry.....	Man.	385 14
Fir Grove.....	N.B.	6 00	Fort Good Hope (opened 1-6-23).....	N.W.T.	122 95
Fir Grove.....	P.Q.	65 30	Fort Kent.....	Alberta.	82 00
Fir Mountain.....	Sask.	25 75	Fort Lawrence.....	N.S.	158 08
Fir Ridge.....	Sask.	28 00	Fort Louisburg.....	N.S.	30 95
First South.....	N.S.	145 20	Fort McPherson (opened 1-6-23).....	N.W.T.	100 00
Fiset.....	P.Q.	114 00	Fort Norman.....	N.W.T.	31 50
Fish Creek.....	Sask.	54 60	Fort Pelly.....	Sask.	25 00
Fisherman's Harbour.....	N.S.	116 00	Fort Providence.....	N.W.T.	90 00
Fisher Mill.....	N.S.	89 40	Fort Resolution.....	N.W.T.	47 50
Fisher Home.....	Alberta.	29 00	Fort St. James.....	B.C.	289 05
Fisherton.....	Man.	97 60	Fort Simpson.....	N.W.T.	90 00
Fishing Lake.....	Sask.	34 00	Fort Smith.....	Alberta.	313 10
Fishing River.....	Man.	185 40	Fort Vermilion.....	Alberta.	304 33
Fitzpatrick.....	P.Q.	123 09	Fort William.....	P.Q.	204 90
Five Mile River.....	N.S.	136 35	Forty Mile.....	Yukon.	40 00
Flamand.....	P.Q.	1,042 25	Fossambault.....	P.Q.	21 00
Flamboro Centre.....	Ont.	106 00	Fosston.....	Sask.	143 25
Flatbush (opened 1-4-23).....	Alberta.	93 61	Fosterville.....	N.B.	167 66
Flat Lake.....	Alberta.	175 00	Fourchu.....	N.S.	212 85
Flatlands.....	N.B.	325 06	Fournierville.....	Sask.	31 25
Fleming Siding.....	N.B.	23 00	Four Falls.....	N.B.	156 07
Fletwode.....	Sask.	98 00	Four Roads.....	N.B.	18 00
Fleurant.....	P.Q.	102 00			
Flcury.....	P.Q.	200 00			

(a) For Revenue see under Brantford Sub-offices

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Fourteen Island Lake (summer office).....	P.Q.....	112 27	Gabriola Island.....	B.C.....	253 03
Fourteen Mile House.....	N.S.....	40 50	Gad's Hill Station.....	Ont.....	980 50
Fowler's Corners.....	Ont.....	92 25	Gagne.....	P.Q.....	115 10
Fox.....	Alberta.....	59 75	Gagnon.....	Ont.....	131 42
Fox Creek.....	N.B.....	363 30	Gahern.....	Alberta.....	81 10
Foxdale.....	Sask.....	77 42	Gairloch Mountain.....	N.S.....	11 00
Foxey.....	Ont.....	81 00	Galena.....	B.C.....	189 43
Fox Harbour.....	N.S.....	37 05	Galarneauville.....	Alberta.....	36 75
Fox Harbour Point.....	N.S.....	40 00	Galilee.....	Sask.....	367 04
Fox Island Main.....	N.S.....	61 00	Gallagher.....	N.B.....	30 50
Fox Hills.....	Sask.....	18 85	Gallant Settlement.....	N.B.....	25 00
Fox Point.....	N.S.....	124 25	Gallivan.....	Sask.....	267 43
Fox River.....	N.S.....	352 00	Gallocks.....	Sask.....	31 50
Foymount.....	Ont.....	33 00	Galloway.....	B.C.....	232 70
Fradetville.....	P.Q.....	44 00	Gambier.....	B.C.....	300 75
Framboise.....	N.S.....	152 20	Gameland.....	Ont.....	36 00
Framboise Intervale.....	N.S.....	46 25	Gang Ranch.....	B.C.....	160 25
Framnes.....	Man.....	71 55	Gap View.....	Sask.....	22 00
Franceville (summer office).....	Ont.....	Nil	Garden Head.....	Sask.....	29 55
Franceville.....	N.B.....	20 00	Garden Hill.....	Ont.....	147 87
Frankburg.....	Alberta.....	76 50	Garden Island (summer office).....	Ont.....	70 00
Frankslake.....	Sask.....	135 30	Garden of Eden.....	N.S.....	89 90
Fraser Arm.....	B.C.....	45 50	Garden Plain.....	Alberta.....	283 00
Fraserburg.....	Ont.....	78 50	Garden River.....	Ont.....	277 00
Fraser's Mills.....	N.S.....	47 00	Gardiner Mines.....	N.S.....	46 30
Fraser's Point (summer office).....	P.Q.....	42 00	Gardner's Creek.....	N.B.....	75 00
Fraserton.....	Alberta.....	100 95	Garland.....	N.S.....	60 25
Fraserwood.....	Man.....	606 95	Garland Mountain.....	N.B.....	12 00
Frater.....	Ont.....	137 18	Garneau Junction.....	P.Q.....	319 24
Fraxville.....	N.S.....	34 40	Garnet.....	N.B.....	33 75
Fr��chette.....	P.Q.....	3 00	Garnier.....	P.Q.....	58 26
Frederickhouse (summer office).....	Ont.....	261 60	Garonne.....	Sask.....	81 00
Fredericton Road.....	N.B.....	59 00	Garrington.....	Alberta.....	55 10
Freedale.....	Man.....	157 00	Garroz.....	P.Q.....	51 33
Free Grant.....	N.B.....	50 10	Garry.....	N.S.....	18 00
Freeman River.....	Alberta.....	35 00	Garthby West (closed 31-8-23).....	P.Q.....	6 00
Freemont.....	Sask.....	27 50	Gascons Ouest.....	P.Q.....	409 33
Freemington.....	Sask.....	29 50	Gaspe Bay, South.....	P.Q.....	199 20
French Cove.....	N.S.....	59 00	Gaspereau.....	N.B.....	73 75
French Hill.....	Ont.....	97 70	Gaudette.....	P.Q.....	1,136 55
French Lake.....	N.B.....	91 50	Gauthier.....	P.Q.....	37 00
Frenchman's Butte.....	Sask.....	50 25	Gauvin.....	P.Q.....	18 00
French River.....	N.S.....	63 10	Gawas (closed 18-5-23).....	Ont.....	10 15
French Road.....	N.S.....	43 00	Gaythorne.....	N.B.....	43 50
Frenchvale.....	N.S.....	25 30	Geary.....	N.B.....	189 00
French Village.....	P.E.I.....	127 50	Gegoggin.....	N.S.....	10 74
French Village.....	N.B.....	9 00	Gellatly.....	B.C.....	77 25
French Village.....	N.S.....	111 50	Gendron.....	P.Q.....	28 50
Frenchville.....	Sask.....	113 35	Genesse.....	Alberta.....	29 61
Freppel.....	P.Q.....	32 00	Genest.....	P.Q.....	10 00
Freshwater.....	P.Q.....	50 00	Genier.....	Ont.....	42 06
Fresnoy.....	Alberta.....	34 00	Genthon.....	Man.....	205 00
Friar's Head.....	N.S.....	96 75	Georgefield.....	N.S.....	61 00
Fribourg.....	Alberta.....	36 65	George's River.....	N.S.....	203 00
Friedenstal.....	Alberta.....	129 00	George's River Station.....	N.S.....	22 50
Frog Lake.....	Alberta.....	233 68	Georgeville.....	N.S.....	90 30
Frogmore.....	Ont.....	53 00	Georgina Island.....	Ont.....	31 00
Frost Village.....	P.Q.....	42 38	Gergovia.....	Sask.....	48 00
Fulda.....	Sask.....	72 20	Gerin.....	P.Q.....	71 20
Fulton Brook.....	N.B.....	13 00	Germania.....	Ont.....	57 16
Fundale.....	Sask.....	51 50	German Brook.....	N.B.....	20 00
Furman.....	Alberta.....	15 00	German Mills.....	Ont.....	33 50
Furnace Falls.....	Ont.....	75 00	Germantown.....	N.B.....	20 50
Furness.....	Sask.....	35 00	Gerrard.....	B.C.....	72 59
Gabarouse Barachois.....	N.S.....	306 00	Gerrard Island.....	N.S.....	20 00
Gabarouse Lake.....	N.S.....	87 30	Gethsemani.....	P.Q.....	45 00
Gabelle (opened 3-5-23).....	P.Q.....	2,261 50	Geyser.....	Man.....	113 30
			Giant's Lake.....	N.S.....	63 00
			Giasson (closed 15-4-23).....	P.Q.....	Nil
			Gibbon.....	N.B.....	61 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Gibson Heights.....	B.C.	132 41	Glenfield.....	Ont.	22 00
Giffard.....	P.Q.	741 20	Glenford.....	Alberta...	46 25
Gifford Station.....	B.C.	254 89	Glangarden.....	Alberta...	20 00
Gignac.....	P.Q.	65 00	Glangarry.....	N.S.	20 00
Gilbert.....	Alberta...	65 20	Glangarry Station.....	N.S.	208 75
Gilbert Cove.....	N.S.	206 80	Glangarry Valley (closed		
Gilks.....	N.B.	187 00	22-11-23).....	N.S.	5 00
Gillander's Mountain.....	N.S.	19 00	Glen Haven.....	N.S.	204 60
Gillespie.....	Sask.	157 50	Glenhewitt.....	Alberta...	43 00
Gillies Bay.....	B.C.	33 00	Glenhope.....	Man.	22 50
Gillies Depot.....	Ont.	79 87	Glen Island (summer office).....	Ont.	84 00
Gillies Lake.....	N.S.	8 00	Glenister.....	Alberta...	45 00
Gillies Point.....	N.S.	18 25	Glenkeen.....	N.S.	23 00
Gillies Point East.....	N.S.	31 00	Glen Kerr.....	Sask.	54 00
Gillies Cove.....	N.S.	66 25	Glenlivet.....	P.Q.	66 44
Gillisdale.....	N.S.	49 85	Glenlivet.....	N.B.	90 25
Gillisville.....	N.S.	26 00	Glen Leslie.....	Alberta...	117 45
Gilnockie.....	Sask.	41 00	Glen Major.....	Ont.	44 00
Gilt Edge.....	Alberta...	20 00	Glen Margaret.....	N.S.	295 50
Girard.....	P.Q.	95 50	Glen Mary.....	Sask.	31 00
Girardville.....	P.Q.	59 77	Glen Meyer.....	Ont.	226 36
Gironde.....	P.Q.	403 50	Glen McPherson.....	Sask.	30 00
Gironradville.....	N.B.	28 00	Glen Morrison.....	N.S.	20 00
Glacier Creek.....	Yukon...	72 00	Glenmount (summer office).....	Ont.	327 00
Gladmar.....	Sask.	314 33	Glenora.....	N.S.	22 00
Gladstone. (closed 1-10-23).....	N.B.	16 23	Glenora Falls.....	N.S.	13 00
Gladwin.....	Sask.	27 00	Glen Orchard.....	Ont.	135 60
Gladwyn.....	N.B.	55 55	Glen Rae.....	Ont.	99 30
Gladys.....	Alberta...	180 35	Glenreagh.....	Alberta...	19 00
Glamorgan.....	Ont.	21 50	Glen Road.....	N.S.	29 00
Glanford Station.....	Ont.	441 93	Glenrosa.....	B.C.	80 44
Glanmire.....	Ont.	30 75	Glen Titus.....	N.B.	32 50
Glasgow.....	N.S.	45 00	Glen Tosh.....	N.S.	32 50
Glasgow Mountain.....	N.S.	7 00	Glentworth.....	Sask.	30 00
Glasly'n.....	Sask.	179 80	Glen Valley.....	B.C.	187 66
Glassburn.....	N.S.	47 25	Glenview.....	Alberta...	45 00
Glaude.....	N.B.	5 00	Glenville.....	N.S.	71 00
Gleason Road.....	N.B.	120 50	Glenwater.....	Ont.	60 23
Glebe Road.....	N.S.	9 30	Glenwood.....	N.B.	165 66
Gledhow.....	Sask.	175 45	Clidehurst.....	Alberta...	15 25
Glenada.....	Sask.	130 25	Glyn.....	B.C.	80 00
Glen Adelaide.....	Sask.	41 95	Goat River (opened 15-11-23).....	B.C.	21 16
Glen Alda.....	Ont.	28 50	Gobeil.....	P.Q.	58 00
Glan Almond.....	P.Q.	151 85	Goble's.....	Ont.	294 97
Glen Alpine.....	N.S.	45 30	Godbout.....	P.Q.	423 45
Glenannan.....	Ont.	112 50	Goddard.....	Alberta...	59 30
Glenarm.....	Ont.	262 42	Goff's.....	N.S.	83 67
Glenbervie.....	N.S.	134 00	Go Home (Summer office).....	Ont.	392 00
Glenbogie.....	Sask.	Nil	Gold Bar (opened 15-8-23).....	B.C.	10 00
Glenbrea.....	Sask.	28 00	Gold Brook.....	N.S.	21 83
Glenburnie.....	Ont.	195 00	Goldburg.....	Sask.	31 90
Glenbush.....	Sask.	300 76	Gold Creek.....	Alberta...	31 20
Glen Campbell.....	N.S.	10 30	Goldenburg.....	Ont.	65 32
Glencoe.....	N.S.	24 50	Golden Grove.....	N.B.	80 00
Glencoe.....	N.B.	55 75	Golden Plain.....	Sask.	85 30
Glencoe Mills.....	N.S.	58 00	Golden Prairie.....	Sask.	259 00
Glencove.....	N.S.	8 30	Golden Spike.....	Alberta...	39 00
Glen Cross.....	Ont.	105 50	Golden Stream.....	Man.	32 60
Glen Currie (opened 17-12-23).....	N.S.	21 45	Golden Vale.....	Sask.	10 70
Glendale.....	N.S.	123 50	Golden Valley.....	Ont.	363 15
Glendale.....	Man.	15 00	Goldenville.....	N.S.	294 00
Gleninning (closed 31-8-23).....	Man.	00 75	Gold Spring.....	Alberta...	31 70
Glendon.....	Alberta...	108 00	Goldstream.....	B.C.	56 50
Glendower.....	Ont.	35 00	Gollier.....	Sask.	84 75
Glenoyer.....	N.S.	91 50	Gondola Point.....	N.B.	100 50
Glen Echo, late Island F.....	Ont.	Nil	Gonor.....	Man.	68 26
Glen Elder.....	Sask.	35 00	Goodfare.....	Alberta...	48 00
Glendyne.....	P.Q.	511 50	Goodfish Lake.....	Alberta...	34 75
Glenelg.....	N.S.	89 40	Good Hope.....	Alberta...	58 00
Glenellen.....	Sask.	63 51	Gooding.....	Sask.	45 00
Glen Elmo.....	Man.	127 50	Goodwin (opened 1-10-23).....	Alberta...	27 50
Glenfarne (summer office).....	P.Q.	35 00	Goodwin Mill.....	N.B.	29 00

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Gooseberry Cove.....	N.B.....	84 50	Granville.....	Yukon....	124 90
Gooseberry Lake opened 1-5-23).....	Alberta....	21 75	Grass Cove.....	N.S.....	110 30
Goose Creek.....	N.B.....	45 00	Grassmere.....	Ont.....	72 00
Gopher Head.....	Alberta....	56 60	Grass River.....	Man.....	21 95
Gordon Lake.....	Ont.....	140 65	Grassy Plains.....	B.C.....	69 44
Gordonsville.....	N.B.....	129 00	Grattan.....	N.B.....	101 00
Gore.....	N.S.....	255 00	Grattan.....	Ont.....	117 00
Gore.....	P.Q.....	221 00	Gratz.....	Alberta....	21 25
Gorefield.....	Sask.....	53 00	Gravel.....	P.Q.....	50 00
Goring.....	Ont.....	105 00	Gravel Hill.....	Ont.....	75 25
Gorkendon.....	Sask.....	21 00	Grayburn.....	Sask.....	184 00
Gosford.....	P.Q.....	3 00	Gray Creek.....	B.C.....	192 00
Goshen.....	N.B.....	41 05	Graydahl.....	Sask.....	41 00
Goshen.....	N.S.....	226 60	Graytown.....	Sask.....	77 00
Goulais River.....	Ont.....	193 75	Graywood.....	N.S.....	77 25
Gouldbourne.....	Man.....	42 00	Great Deer.....	Sask.....	190 15
Gould Station.....	P.Q.....	181 00	Great Desert.....	Ont.....	50 00
Gouldtown.....	Sask.....	101 10	Great Falls.....	Man.....	1,179 66
Goulet.....	P.Q.....	42 00	Greece's Point.....	P.Q.....	6 70
Gourin (opened 1-8-23).....	Alberta....	22 00	Greenbrier.....	Sask.....	63 50
Gouverneur Général.....	P.Q.....	25 00	Greenbush.....	Sask.....	274 73
Goward (opened 6-2-24).....	Ont.....	56 00	Greendale.....	N.S.....	23 00
Gowland Mountain.....	N.B.....	25 00	Greenfield, Colchester.....	N.S.....	87 44
Grace.....	Sask.....	79 50	Greenfield Park.....	P.Q.....	(a)
Gracieville (opened 16-6-23).....	N.S.....	21 00	Greening.....	P.Q.....	184 00
Grafton.....	N.S.....	342 19	Green Glade.....	Alberta....	52 00
Grahamdale.....	Man.....	498 97	Green Harbour.....	N.S.....	174 10
Graham Hill.....	Sask.....	21 35	Green Lake.....	Sask.....	193 00
Graham Landing.....	B.C.....	101 40	Greenland.....	Man.....	64 53
Grainfield.....	N.B.....	70 00	Greenlawn.....	Alberta....	76 60
Graminia.....	Alberta....	69 53	Green Mountain.....	Ont.....	42 50
Gramont.....	P.Q.....	126 75	Greenock.....	Ont.....	375 45
Grand Alouane.....	N.B.....	49 00	Greenough Settlement.....	N.S.....	27 50
Grande Anse.....	N.S.....	319 50	Green River.....	Ont.....	130 24
Grand Bay.....	N.B.....	361 69	Green's Brook.....	N.S.....	31 30
Grand Beach (summer office).....	Man.....	205 17	Greensides.....	Sask.....	21 00
Grande Caroline.....	P.Q.....	66 20	Greenstreet.....	Sask.....	23 25
Grand Desert.....	N.S.....	208 25	Greenvale.....	N.S.....	20 00
Grand Deuxième.....	P.Q.....	5 70	Greenview.....	Ont.....	70 25
Grande Grève.....	N.S.....	69 31	Greenwald.....	Man.....	54 00
Grande Montagne.....	P.Q.....	74 00	Greenwich Hill.....	N.B.....	172 00
Grande Pointe.....	Man.....	137 00	Greer.....	N.B.....	102 55
Grande Vallée.....	P.Q.....	483 00	Greer Mount.....	P.Q.....	27 00
Grand Fonds.....	P.Q.....	33 01	Gregan.....	N.B.....	231 00
*Grand Haven, (opened 1-3-24).....	B.C.....	10 00	Gregherd.....	Sask.....	35 00
Grandigüe.....	N.B.....	194 25	Gregory (Summer Office).....	Ont.....	305 05
Grandin.....	Alberta....	16 00	Grenadier Island.....	Ont.....	45 03
Grandigüe Ferry.....	N.S.....	41 01	Grenville Bay.....	P.Q.....	104 10
Grand Lake Station.....	N.S.....	61 50	Grey's Mills.....	N.B.....	86 50
Grand Marais (opened 4-4-23).....	Man.....	201 50	Griffith.....	Ont.....	162 00
Grand Mira, North.....	N.S.....	18 00	Grimsthorpe.....	Ont.....	68 00
Grand Mira, South.....	N.S.....	44 00	Grondines Est.....	P.Q.....	70 00
Grand Pabos.....	P.Q.....	221 25	Grondines Ouest.....	P.Q.....	111 50
Grand Pabos Ouest.....	P.Q.....	59 80	Grondines Station.....	P.Q.....	121 70
Grand Rang.....	P.Q.....	92 69	Grosmont.....	Alberta....	44 15
Grand Rapids.....	Man.....	15 00	Gros Morne.....	P.Q.....	38 53
Grand Remou.....	P.Q.....	90 00	Gros Pin.....	P.Q.....	240 00
Grande Rivière Ouest.....	P.Q.....	279 00	Grosse Isle.....	Man.....	311 05
Grand River Falls.....	N.S.....	27 90	Grosse Coques.....	N.S.....	328 75
Grand St. Esprit.....	P.Q.....	243 92	Grosses Roches.....	P.Q.....	251 30
Grand St. Louis.....	P.Q.....	57 00	Grosswerder.....	Sask.....	167 60
Grangeville.....	N.B.....	66 57	Grosvenor.....	N.S.....	33 30
Grandlea.....	Alberta....	37 25	Groton.....	Alberta....	65 65
Granite Bay.....	B.C.....	67 00	Grove Park.....	Sask.....	50 00
Grant (closed 7-12-23).....	Ont.....	1,019 34	Grove Creek.....	P.Q.....	40 50
Grantville.....	N.S.....	152 00	Groves Point.....	N.S.....	18 05
			Grund.....	Man.....	20 00
			Grunthal.....	Man.....	125 78
			Guegun.....	N.B.....	71 00

*Credit for new office not yet opened.

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(a) For revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts
Guelph, Sub-Office No. 1....	Ont.....	(a)	Hamilton Sub-Office No. 6...	Ont.....	(c)
Guimond.....	N.B.....	30 00	Hamilton Sub-Office No. 7...	Ont.....	
Guindon.....	P.Q.....	36 00	Hamilton Sub-Office No. 9...	Ont.....	
Guincy.....	Ont.....	9 00	Hamilton Sub-Office No. 10...	Ont.....	
Guite.....	P.Q.....	69 00	Hamilton Sub-Office No. 11...	Ont.....	
Gunderson.....	Sask.....	195 00	Hamilton Sub-Office No. 14...	Ont.....	
Gunning Cove.....	N.S.....	289 60	Hamilton Sub-Office No. 15,		
Gunter.....	Ont.....	100 86	(opened 22-6-23).....	Ont.....	
Gurneyville.....	Alberta...	32 00	Hamelin.....	Alberta...	196 70
Guthrie.....	Ont.....	70 00	Hammertown.....	Ont.....	42 75
Guynemer.....	Man.....	44 12	Hammond River.....	N.B.....	112 60
Guysborough Intervale.....	N.S.....	93 55	Hammondvale.....	N.B.....	109 00
Gwendoline.....	Sask.....	18 51	Hampton.....	P.E.I....	178 30
Gypsumville.....	Man.....	480 00	Hamrlik.....	Man.....	16 60
			Hanall.....	B.C.....	304 75
			Hanbury.....	B.C.....	48 00
Haas.....	Man.....	217 55	Hanceville.....	B.C.....	242 90
Hacheyville.....	N.B.....	15 00	Handsworth.....	Sask.....	50 95
Hachi.....	N.B.....	82 05	Hanford Brook.....	N.B.....	45 00
Hackett's Cove.....	N.S.....	216 00	Hannon.....	Ont.....	410 95
Hadashville.....	Man.....	190 58	Hansford.....	N.S.....	37 50
Haddock.....	Alberta...	58 30	Harbledown (closed 31-5-23).	B.C.....	Nil
Hadlington.....	Ont.....	49 02	Harbour Centre.....	N.S.....	29 00
Ha! Ha! Bay Junction.....	P.Q.....	89 00	Harbour Road.....	N.S.....	54 25
Haight.....	Alberta...	227 40	Harbourview.....	N.S.....	152 50
Haines Lake.....	Ont.....	30 00	Harcourt.....	Ont.....	257 95
Hairy Hill.....	Alberta...	83 00	Hardwicke.....	N.B.....	270 30
Halbstadt.....	Man.....	83 00	Hardwood Hills.....	P.Q.....	72 00
Halcomb.....	N.B.....	71 00	Hardwood Lake.....	Ont.....	59 99
Halcourt.....	Alberta...	104 25	Hardwood Lands.....	N.S.....	29 20
Halcro.....	Sask.....	11 00	Harehills.....	Sask.....	45 00
Halcyon Hot Springs.....	B.C.....	134 00	Harewood.....	N.B.....	29 91
Haldane Hill.....	Ont.....	110 00	Harlan.....	Sask.....	78 00
Haldimand (closed 1-6-23)...	P.Q.....	29 78	Harlech.....	Alberta...	23 00
Haldimand East (opened			Harlem.....	Ont.....	155 70
1-6-23).....	P.Q.....	133 25	Harlington.....	Man.....	125 16
Haldimand West (opened			Harlowe.....	Ont.....	209 10
1-6-23).....	P.Q.....	195 65	Harnattan.....	Alberta...	265 20
Half Island Cove.....	N.S.....	211 90	Harmony.....	Ont.....	78 55
Halfmoon Bay.....	B.C.....	261 50	Harmony.....	N.S.....	95 90
Halfway.....	Ont.....	60 00	Harmony Mills.....	N.S.....	103 40
Halfway Brook.....	N.S.....	43 50	Harnsworth.....	Man.....	169 75
Halfway Cove.....	N.S.....	148 00	Harpellville.....	N.S.....	55 00
Halfway Lake.....	Alberta...	40 00	Harper's Corners.....	Ont.....	48 00
Halfway River Station.....	N.S.....	224 50	Harperville.....	Man.....	15 00
Halicz.....	Man.....	42 00	Harptree.....	Sask.....	72 80
Halifax Sub-Office No. 3.....	N.S.....	(b)	Harricanaw Ouest.....	P.Q.....	34 00
Halifax Sub-Office No. 6.....	N.S.....	(b)	Harrigan Cove.....	N.S.....	226 00
Hall.....	B.C.....	211 00	Harrington Harbour.....	P.Q.....	94 35
Halladay.....	Alberta...	257 00	Harrisburg.....	Ont.....	214 00
Hallborro.....	Man.....	89 25	Harrisland.....	Sask.....	85 93
Hallewood.....	Ont.....	96 50	Harris Hill.....	Ont.....	34 25
Hallgarth.....	Sask.....	55 00	Harrison Mills.....	B.C.....	640 59
Hall's Bridge.....	Ont.....	457 80	Harrisville.....	N.B.....	31 70
Hall's Glen.....	Ont.....	63 00	Harrowgate, (opened 1-5-23)	B.C.....	212 35
Hall's Harbour.....	N.S.....	26 00	Hart.....	Sask.....	264 35
Hall's Lake.....	Ont.....	76 00	Hartford.....	N.S.....	133 75
Hall's Prairie.....	B.C.....	58 90	Hartley.....	Ont.....	153 00
Halpenny.....	Ont.....	54 50	Hartley Bay.....	B.C.....	95 59
Halverson (closed 31-8-23)...	P.Q.....	17 00	Hartling.....	N.S.....	303 76
Halvorgate.....	Sask.....	25 59	Hartshorn.....	Alberta...	215 15
Hamel.....	P.Q.....	43 00	Hartsmere.....	Ont.....	64 50
Hamelin.....	P.Q.....	60 30	Hartville.....	N.S.....	33 15
Hamill's Point (summer			Harvey Bank.....	N.B.....	154 20
office).....	Ont.....	146 00	Harwill.....	Man.....	29 00
Hamilton.....	P.E.I....	166 95	Harwood Plains.....	Ont.....	26 00
Hamilton Cove.....	P.Q.....	545 10	Hassett.....	N.S.....	44 50
Hamilton Mountain.....	N.B.....	20 00	Hastings.....	N.B.....	18 00

(a) For revenue see under Guelph Sub-Offices.

(b) For revenue see under Halifax Sub-Offices.

(c) For revenue see under Hamilton Sub-Offices

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Hatchley Station.....	Ont.....	311 88	Henrysburg, (opened 17-9-23).....	P.Q.....	197 30
Hatfield.....	Sask.....	112 00	Heon.....	P.Q.....	15 00
Hatherleigh.....	Sask.....	86 50	Heppel.....	P.Q.....	78 90
Hattonford.....	Alberta.....	64 37	Herb Lake.....	Man.....	351 75
Haultain.....	Ont.....	60 00	Hereules.....	Alberta.....	67 25
Haut Lameque.....	N.B.....	45 10	Hereford (closed 1-10-23).....	P.Q.....	96 20
Haut Shippigan.....	N.B.....	25 27	Hermitage Club.....	P.Q.....	53 10
Havelock.....	N.S.....	144 00	Heron.....	Ont.....	505 14
Haven.....	Alberta.....	77 23	Heron Island.....	N.B.....	34 25
Havendale.....	N.S.....	39 00	Herring Cove.....	N.S.....	123 79
Havergal.....	Ont.....	80 17	Hérouville.....	P.Q.....	338 90
Haverhill.....	Sask.....	47 00	Herronton.....	Alberta.....	30 00
Havilah.....	Ont.....	40 00	Hétrière.....	P.Q.....	21 00
Hawker.....	N.S.....	33 00	Hewitt Landing.....	Sask.....	76 00
Hawkeye.....	Sask.....	45 00	Hexham.....	N.B.....	91 00
Hawk Junction.....	Ont.....	167 92	Hibernia.....	N.B.....	146 00
Hawk Lake.....	Ont.....	133 00	High Bank.....	P.E.I.....	27 86
Hawksdale.....	Alberta.....	47 00	Highfield.....	N.B.....	73 85
Hawthorne.....	N.S.....	33 00	Highgate Siding.....	Sask.....	102 00
Hay.....	Ont.....	84 25	High Hill.....	Sask.....	23 20
Hay Cove.....	N.S.....	71 00	Highland.....	N.S.....	12 00
Hay Creek.....	Alberta.....	11 03	Highland Hill.....	N.S.....	30 00
Hay Meadow.....	Sask.....	48 25	Highland Village.....	N.S.....	73 00
Hayesville.....	N.B.....	25 60	High Point.....	Sask.....	18 00
Hayland.....	Man.....	49 55	High Tor.....	Sask.....	16 25
Hay River.....	Alberta.....	Nil	Highvale.....	Alberta.....	68 80
Hay's River.....	N.S.....	69 80	High View.....	Sask.....	75 75
Hazel Bank.....	Sask.....	7 00	Highworth.....	Sask.....	44 00
Hazel Bluff.....	Alberta.....	48 00	Hilbre.....	Man.....	314 78
Hazeldale.....	N.S.....	38 21	Hilda.....	Alberta.....	846 41
Hazel Land.....	P.Q.....	16 00	Hildegard.....	N.B.....	15 00
Hazelridge.....	Man.....	375 20	Hilden.....	N.S.....	181 85
Hazelwood.....	Sask.....	47 75	Hillaton.....	N.S.....	82 00
Hazen Settlement.....	N.B.....	38 00	Hillandale.....	Sask.....	53 00
Hazlet.....	Sask.....	88 60	Hill Crest.....	P.Q.....	20 00
Head Lake.....	Ont.....	150 00	Hill End.....	Alberta.....	52 65
Headlands.....	Sask.....	33 00	Hillesden.....	Sask.....	26 50
Head of Amherst.....	N.S.....	188 75	Hill Grove.....	N.S.....	78 40
Head of Chezzetcook.....	N.S.....	370 00	Hilliam (closed 30-9-23).....	B.C.....	15 10
Head of Jeddore.....	N.S.....	392 35	Hillsborough.....	N.S.....	98 60
Head of Lochaber.....	N.S.....	51 87	Hillsburn.....	N.S.....	168 27
Head of Loch Lomond.....	N.S.....	40 50	Hillsdale.....	N.S.....	30 30
Head of Millstream.....	N.B.....	163 00	Hillsdale.....	N.B.....	156 30
Heart Lake.....	Alberta.....	95 50	Hillsdown.....	Alberta.....	189 26
Heart Valley, Alta (opened 1-9-23).....	Alberta.....	31 00	Hillside.....	Ont.....	237 74
Heaslip Station.....	Man.....	95 00	Hillside Beach.....	Man.....	57 50
Heath Creek.....	Alberta.....	3 00	Hillside, Boularderie.....	N.S.....	50 25
Heathdale.....	Alberta.....	60 00	Hillside, Cape Breton.....	N.S.....	31 00
Heatherdown.....	Alberta.....	207 79	Hillside.....	Sask.....	112 00
Heath Point.....	P.Q.....	10 00	Hillsley.....	Sask.....	35 20
Hebbs Cross.....	N.S.....	197 30	Hills Lake.....	Ont.....	31 00
Hebert.....	N.B.....	19 00	Hillspring.....	Alberta.....	299 80
Hebron.....	N.B.....	34 00	Hillsvale.....	N.S.....	81 25
Hecla.....	Man.....	185 55	Hilltop.....	Man.....	121 00
Hectanooga.....	N.S.....	290 17	Hillview.....	Man.....	10 25
Hector, (opened 1-9-23).....	Alberta.....	68 00	Hilly Grove.....	Ont.....	37 85
Heidelberg.....	Ont.....	245 50	Hindon Hill.....	Ont.....	55 22
Heinsburg.....	Alberta.....	44 50	Hindville.....	Alberta.....	66 65
Hekkla.....	Ont.....	54 62	Hinton Trail, (opened 15-8-23).....	Alberta.....	17 00
Heldar.....	Alberta.....	135 15	Hirun.....	Alberta.....	14 50
Helmsdale.....	Alberta.....	42 30	Hixon, (opened 1-7-23).....	B.C.....	45 50
Hemison.....	P.Q.....	120 90	Hnausa.....	Man.....	296 34
Henderson Settlement.....	N.B.....	74 35	Hoadley, Late Haverigg.....	Alberta.....	195 10
Henderson Vale.....	P.Q.....	10 00	Hoard's Station.....	Ont.....	257 00
Henfryn.....	Ont.....	151 25	Hochstadt.....	Man.....	33 02
Hennepin.....	P.Q.....	66 00	Hoequart.....	P.Q.....	91 50
Hennigar.....	N.S.....	139 05	Hodgins.....	P.Q.....	61 02
Henriel.....	Sask.....	21 50	Hogan.....	Ont.....	217 49
Henrivassal.....	P.Q.....	167 30	Holborn.....	Alberta.....	70 00
Henry River.....	P.Q.....	499 68	Holderville.....	N.B.....	59 55
			Holland's Mills.....	P.Q.....	14 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Holmesville.....	N.B.	112 50	Hutton House.....	Ont.	194 50
Holmesville.....	Ont.	237 76	Hyannes.....	N.S.	8 00
Holt.....	Ont.	130 75	Hyde.....	Sask.	75 00
Holtville.....	N.B.	85 50	Hydraulic.....	B.C.	94 50
Homebrook.....	Man.	41 10	Hydro Glen.....	Ont.	229 00
Homeglen.....	Alberta..	125 77	Hylo. Glen.....	Alberta..	87 50
Homer Siding.....	Ont.	54 00	Hythe.....	Alberta..	255 26
Homeside.....	Ont.	(a)			
Horneville.....	N.S.	8 00	Ideal.....	Man.	41 45
Honeydale.....	N.B.	236 00	Idylwild, (opened 1-5-23).....	Sask.	72 25
Honey Harbour (summer office).....	Ont.	588 65	Ifley.....	Sask.	98 50
Honeymoon.....	Sask.	28 00	Ile a la Crosse.....	Sask.	85 00
Honora.....	Ont.	82 20	Ile aux Oies.....	P.Q.	18 00
Hope Bay.....	Ont.	51 00	Ile des Chenes.....	Man.	166 00
Hopefield.....	Ont.	65 00	Ile Mainville.....	P.Q.	27 00
Hopetown.....	P.Q.	186 75	Ile Michon.....	P.Q.	10 00
Hopetown.....	Ont.	109 05	Isle Verte Ouest.....	P.Q.	
Hope Valley.....	Alberta..	16 00	Illerbrun.....	Sask.	34 35
Hopington.....	B.C.	113 40	Ilfracombe.....	Ont.	53 75
Hopkins Landing.....	B.C.	142 25	Illicillewaet (closed 31-12-23).....	B.C.	49 30
Hopper.....	N.B.	10 75	Imhoff.....	N.B.	97 75
Horburg.....	Alberta..	307 86	Inchby.....	N.B.	80 00
Hornby Island.....	B.C.	263 12	Indian Bay, (opened 16-7-23).....	Man.	100 55
Horndean.....	Man.	246 85	Indian Brook.....	N.S.	87 37
Horn's Road.....	N.S.	30 00	Indian Harbour.....	N.S.	367 55
Horse Butte.....	Sask.	163 60	Indian Harbour Lake.....	N.S.	138 00
Horse Creek.....	Sask.	66 50	Indian Island.....	N.B.	15 00
Horsefly.....	B.C.	366 48	Indian Mountain.....	N.B.	17 00
Horse Lake.....	Sask.	17 59	Indian Path.....	N.S.	27 55
Horseshoe Lake.....	Alberta..	16 00	Indian Point.....	N.S.	216 50
Hoselaw.....	Alberta..	50 40	Indian Road.....	N.S.	49 00
Hotel Bigaouette, "Sun. P.O.", (opened 14-8-23).....	P.Q.	7 39	Indian Springs.....	Man.	92 00
Houde.....	P.Q.	14 00	Indus, (opened 1-8-23).....	Alberta..	117 00
Hough Lake.....	Ont.	65 80	Ingalls Head, (opened 1-10-23.).....	N.B.	48 25
Houhey's Rapids.....	Ont.	140 95	Ingebright, (closed 7-11-23).....	Sask.	184 00
Hove.....	Man.	49 45	Ingelford.....	Sask.	17 00
Howard.....	N.B.	84 00	Ingoldsby.....	Ont.	90 75
Howard Brook (closed 1-1-24).....	N.B.	14 30	Ingolf.....	Ont.	320 00
Howardville.....	Man.	39 00	Ingomar.....	N.S.	203 55
Howdenville (summer office).....	Ont.	46 50	Ingonish Beach.....	N.S.	217 63
Howie.....	Alberta..	66 05	Ingonish Centre.....	N.S.	74 25
Howie Centre.....	N.S.	16 00	Ingonish Ferry.....	N.S.	125 57
Howser.....	B.C.	116 75	Inholmes.....	Ont.	59 00
Hoyle.....	Ont.	309 00	Inkerman Ferry.....	N.B.	35 00
Hubalta.....	Alberta..	47 00	Inland, (opened 1-4-23).....	Alberta..	124 00
Hudson Hope.....	B.C.	171 07	Inlet.....	P.Q.	99 60
Hugel.....	Ont.	70 50	Inlet Baddeck.....	N.S.	21 10
Hulatt.....	B.C.	170 00	Innes.....	Sask.	155 50
Humberside.....	Ont.	265 50	Innisville.....	Ont.	151 00
Hume.....	Sask.	230 55	Intervale.....	N.B.	20 00
Hume Rear.....	N.S.	21 00	Intola.....	Ont.	117 35
Humphrey.....	Ont.	64 80	Invergordon.....	Sask.	221 00
Hunker.....	Yukon...	35 00	Inverside, (opened 1-6-23).....	N.S.	60 00
Hunta.....	Ont.	281 50	Iola.....	Alberta..	146 24
Hunter's Home.....	N.B.	25 12	Iona.....	Ont.	185 52
Hunter's Lodge.....	N.S.	10 00	Iona.....	P.E.I.	205 35
Hunter's Mountain.....	N.S.	46 30	Iona Rear.....	N.S.	107 00
Hunter's Point.....	P.Q.	187 52	Ireland.....	N.S.	22 00
Hunterstown.....	P.Q.	256 80	Ireland.....	Ont.	51 00
Huntingdon.....	N.S.	25 00	Irish Cove.....	N.S.	127 43
Hunt's Point.....	N.S.	307 25	Irishtown.....	N.B.	45 00
Hupel.....	B.C.	54 75	Irish Vale.....	N.S.	34 50
Hurdman Lodge.....	Sask.	41 25	Iron Bound-Cove.....	N.B.	20 20
Hurdville.....	Ont.	132 87	Iron Hill.....	P.Q.	253 06
Hurkett.....	Ont.	587 10	Iron Mines.....	N.S.	56 30
Huronville.....	Sask.	119 52	Iron Ore.....	N.S.	12 00
Husavick.....	Man.	26 00	Ironville.....	N.S.	34 59

(a) For revenue see under Hamilton Sub-Offices.

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Iroquois.....	N.B.....	166 34	Jollimore, (opened 17-9-23)....	N.S.....	106 35
Irwinville.....	Alberta.....	27 70	Jonction Bel Air (summer		
Isaac's Harbour North.....	N.S.....	162 95	office).....	P.Q.....	55 00
Isafold.....	Man.....	6 50	Jones Falls.....	Ont.....	204 25
Isherwood.....	Ont.....	17 00	Jonquiere Ouest.....	P.Q.....	291 65
Island F (summer office).....	Ont.....	126 00	Jordan Bay.....	N.S.....	103 50
Island Grove (summer office).....	Ont.....	323 50	Jordan Bay, East Side.....	N.S.....	195 75
Island Point.....	N.S.....	37 00	Jordan Branch.....	N.S.....	46 29
Island River.....	N.B.....	151 00	Jordan Ferry.....	N.S.....	112 93
Isle aux Coudres.....	P.Q.....	198 35	Jordan Mountain.....	N.B.....	29 95
Isle Bizard.....	P.Q.....	155 00	Jordan River.....	Sask.....	116 65
Isle Dupas.....	P.Q.....	129 50	Jordanville.....	N.S.....	66 80
Isle Vetre Ouest.....	P.Q.....	277 25	Joseph Farm.....	P.Q.....	24 00
Isle Verte Sud.....	P.Q.....	67 00	Josephine.....	Sask.....	52 45
Ispas.....	Alberta.....	22 00	Joubert.....	P.Q.....	43 00
Issoudun.....	P.Q.....	260 90	Journeau.....	P.Q.....	112 25
Italy Cross.....	N.S.....	373 65	Joyal.....	P.Q.....	21 33
Ivera.....	N.S.....	14 00	Joynt.....	P.Q.....	16 90
Ivry.....	P.Q.....	56 00	Jubilee.....	N.S.....	36 85
Ivry Nord.....	P.Q.....	111 00	Juddhaven.....	Ont.....	427 63
Ivy.....	Ont.....	172 62	Judge.....	Ont.....	193 70
Ivy Lea (summer office).....	Ont.....	165 50	Judique.....	N.S.....	245 30
			Judique Intervale.....	N.S.....	12 30
			Judique South.....	N.S.....	387 40
			Julien.....	P.Q.....	56 55
Jack's Lake.....	Ont.....	57 25	Jumbo Gardens (closed 31-12-		
Jackson.....	N.S.....	47 50	23).....	Ont.....	35 00
Jackson Corners.....	Ont.....	208 50	Jumping Pound.....	Alberta.....	128 31
Jacksonville (closed 15-12-23).....	N.S.....	20 00	Juniper.....	N.B.....	1,017 22
Jaco Hughes.....	P.Q.....	4 35	Juniper Island (summer		
Jailletville.....	N.B.....	26 90	office).....	Ont.....	310 00
Jalbert, (opened 1-11-23).....	N.B.....	29 00	Juniper Mount.....	N.S.....	13 00
James River.....	N.S.....	35 10	Junor.....	Sask.....	260 00
James River Bridge.....	Alberta.....	35 00	Jura.....	B.C.....	74 60
James River Station.....	N.S.....	315 00	Juvenile Settlement.....	N.B.....	44 00
Jamesville.....	N.S.....	24 00			
Jamesville West.....	N.S.....	226 40	Kahshe Lake (summer office).....	Ont.....	156 30
Jamot.....	Ont.....	55 00	Kakawis.....	B.C.....	70 40
Janetville Station.....	Ont.....	114 70	Kaleland.....	Alberta.....	20 00
Janvrins Harbour.....	N.S.....	42 30	Kalevala.....	Man.....	45 00
Jardine Brook.....	N.B.....	15 05	Kamouraska-aux-Cotes.....	P.Q.....	126 87
Jardineville.....	N.B.....	35 00	Kanata.....	Alberta.....	34 73
Jarnac.....	P.Q.....	32 00	Kananaskis.....	Alberta.....	134 25
Jaroslaw, (opened 1-5-23).....	Man.....	64 02	Kanawana (summer office).....	P.Q.....	112 00
Jeannette's Creek.....	Ont.....	118 25	Kane.....	Man.....	110 25
Jeanne d'Arc.....	P.Q.....	94 01	Kannon.....	P.Q.....	115 60
Jean Noel.....	P.Q.....	28 66	Kantenville.....	Sask.....	56 95
Jedburgh.....	Sask.....	76 75	Kaynengeh.....	Ont.....	9 00
Jeddore Oyster Ponds.....	N.S.....	383 98	Karluk.....	Sask.....	53 00
Jedway.....	B.C.....	70 00	Kashaboiwe.....	Ont.....	332 15
Jefferson.....	Ont.....	205 25	Kavanagh Mills.....	N.S.....	9 36
Jeffry.....	N.B.....	159 75	Kawartha Park (summer		
Jeffrey.....	Alberta.....	36 85	office).....	Ont.....	430 00
Jellicoe.....	Ont.....	347 00	Kawene.....	Ont.....	85 50
Jellyby.....	Ont.....	229 50	Kayville.....	Sask.....	73 00
Jersey Cove.....	N.S.....	53 75	Kazubazua Station.....	P.Q.....	204 00
Jersey Cove.....	P.Q.....	186 05	Kealey Springs.....	Sask.....	37 00
Jersey Mills.....	P.Q.....	131 00	Keatley.....	Sask.....	20 42
Jesmond.....	B.C.....	124 95	Kedgemakoooge (summer		
Jessica.....	B.C.....	125 50	office).....	N.S.....	52 00
Jewellville.....	Ont.....	88 74	Kedron.....	N.B.....	26 00
Joek Vale.....	Ont.....	66 90	Keephills.....	Alberta.....	146 50
Joeville.....	Sask.....	206 00	Kegaska.....	P.Q.....	10 00
Joffre.....	P.Q.....	38 22	Keithley Creek.....	B.C.....	102 95
Joggin Bridge.....	N.S.....	600 60	Keld.....	Man.....	116 23
Johnson's Croft.....	N.B.....	15 00	Kelly.....	P.Q.....	173 25
Johnson's Landing.....	B.C.....	75 00	Kellyvale.....	Sask.....	25 01
Johnson's Mills.....	N.B.....	56 05	Kelly's Cross.....	P.E.I.....	252 00
Johnson's River.....	P.E.I.....	392 50	Kelso.....	Ont.....	177 40
Johnstown.....	N.S.....	58 00	Kelvin Glen.....	N.S.....	12 70
Johnville.....	N.B.....	169 10			
Jolicure.....	N.B.....	139 00			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Kempt Road.....	N.S.....	93 00	Kingston Station.....	Ont.....	(b)
Kempt Road Hill.....	P.Q.....	56 00	Kingston Village.....	N.S.....	258 66
Kempt Shore.....	N.S.....	246 75	Kingsville.....	N.S.....	91 41
Kempt Town.....	N.S.....	161 20	Kingsway (summer office).....	Ont.....	448 20
Kenlis.....	Sask.....	83 00	Kinikini.....	Alberta.....	12 00
Kenloch.....	N.S.....	141 70	Kinloss.....	Ont.....	186 50
Kennaway (closed 31-5-23).....	Ont.....	15 00	Kinmundy.....	Alberta.....	169 50
Kennebecasis Island.....	N.B.....	36 00	Kinosota.....	Man.....	185 00
Kenney.....	Ont.....	375 18	Kinsac.....	N.S.....	58 30
Kennington Cove.....	N.S.....	17 00	Kinsman's Corners.....	N.S.....	716 85
Kenogami Lake.....	Ont.....	277 30	Kintail.....	Ont.....	153 40
Keno Hill.....	Yukon.....	263 50	Kintore.....	N.B.....	177 21
Kensington Heights.....	Ont.....	(a)	Kippenville.....	Alberta.....	132 50
Kensington Point (summer office).....	Ont.....	Nil	Kirkhill.....	N.S.....	34 01
Kent Boom.....	N.B.....	43 00	Kirkhill.....	Ont.....	Nil
Kent Lake.....	N.B.....	54 30	Kirkman Creek (re-opened 1-6-23).....	N.W.T.....	38 00
Kentvale.....	Ont.....	198 40	Kirkmount.....	N.S.....	14 00
Keppoch.....	N.S.....	14 00	Kirkness.....	Man.....	48 45
Kermaria.....	Sask.....	104 45	Kirk's Ferry.....	P.Q.....	571 00
Kerndale.....	Alberta.....	16 80	Kirkwood.....	N.S.....	27 55
Kerry.....	N.B.....	23 00	Kirkwood.....	N.B.....	30 50
Kersey.....	Alberta.....	44 75	Kirouac.....	P.Q.....	156 02
Kersley.....	B.C.....	176 54	Kiskisink.....	P.Q.....	314 00
Kessler.....	Alberta.....	50 00	Kispiox.....	B.C.....	46 50
Ketchen (opened 1-9-23).....	Sask.....	238 25	Kitigan.....	Ont.....	154 75
Ketch Harbour.....	N.S.....	95 00	Kitigan Station (opened 1-11-23).....	Ont.....	70 00
Kevisville.....	Alberta.....	86 60	Kitimat Mission.....	B.C.....	151 59
Kew.....	Alberta.....	189 00	Kitsum Kelum.....	B.C.....	57 00
Kewanna.....	Man.....	80 90	Kivikoski.....	Ont.....	31 50
Kewstoke.....	N.S.....	48 00	Klamath.....	Sask.....	29 00
Key Junction.....	Ont.....	257 45	Kleczkowski.....	Sask.....	115 80
Keystone.....	Alberta.....	59 60	Kleefeld.....	Man.....	98 00
Key West.....	Sask.....	30 00	Kleskun Hill.....	Alberta.....	11 55
Khartum.....	Ont.....	46 00	Klintonel.....	Sask.....	65 00
Kieville.....	Sask.....	40 00	Klueys Bay (summer office).....	Ont.....	131 00
Kilfoil.....	N.B.....	42 80	Knappen.....	Alberta.....	57 75
Kilgard.....	B.C.....	446 22	Knightington.....	Ont.....	74 00
Kilkenny.....	Man.....	27 00	Knight Inlet (summer office).....	B.C.....	85 43
Kilkerran.....	B.C.....	62 00	Knobb Hill.....	Alberta.....	67 00
Killaloe.....	Ont.....	106 60	Knouff Lake (summer office, opened 1-8-23).....	B.C.....	18 50
Killam's Mills.....	N.B.....	90 85	Knowles.....	N.S.....	129 00
Killarney Lake.....	Alberta.....	29 74	Knowlton Landing.....	P.Q.....	128 00
Killdeer.....	Sask.....	25 60	Knoxbridge.....	P.Q.....	58 00
Killowen.....	N.B.....	20 00	Knoydart.....	N.S.....	40 30
Kiltarlity.....	N.S.....	21 00	Knustford.....	B.C.....	111 40
Kilronan.....	Sask.....	26 00	Koostatak.....	Man.....	163 65
Kilwinning.....	Sask.....	13 00	Kootenay Bay.....	B.C.....	207 00
Kilwinning Siding.....	Sask.....	166 00	Kopernick.....	Alberta.....	15 00
Kimball.....	Alberta.....	221 50	Korah.....	Ont.....	87 00
Kimberley.....	P.Q.....	44 00	Kouchibouguac Beach (closed 1-10-23, re-opened 16-2-24).....	N.B.....	45 58
Kimsquit (summer office).....	B.C.....	65 25	Kowkash.....	Ont.....	143 15
Kinbrae.....	Sask.....	46 35	Krakow.....	Alberta.....	11 00
Kincardine.....	N.B.....	47 00	Kramer (closed 3-12-23).....	Sask.....	6 41
Kincolith.....	B.C.....	203 35	Krasne.....	Sask.....	11 00
Kincorth.....	Sask.....	248 40	Kristnes.....	Sask.....	64 86
King Grove (opened 1-5-23).....	N.S.....	33 00	Krupp.....	Sask.....	184 00
Kinglake.....	Ont.....	143 25	Kulish.....	Man.....	79 38
Kingross.....	N.S.....	26 30	Kuper Island.....	B.C.....	303 04
Kingsclear.....	N.B.....	490 60	Kylemore.....	Sask.....	397 20
Kingsburg.....	N.S.....	119 00	Kyleville.....	Sask.....	294 29
Kingscroft.....	P.Q.....	149 10	Kyuquot.....	B.C.....	87 30
Kingscroft.....	N.B.....	43 00	Kynoch.....	Ont.....	192 95
Kingsford.....	Sask.....	129 23	La Baleine.....	P.Q.....	28 00
Kingsgate.....	B.C.....	383 90	Labarre.....	P.Q.....	127 54
King's Head.....	N.S.....	69 10	La Barrière.....	P.Q.....	45 00
Kingsland.....	Sask.....	86 75			
Kingsley.....	Man.....	76 50			
Kingsmere.....	P.Q.....	35 00			
Kingston Mills.....	Ont.....	44 00			

(a) For revenue see under London Sub-Offices.

(b) For revenue see under Kingston Sub-Offices.

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Labissonnière.....	P.Q.....	41 00	Lac St. Pacôme.....	P.Q.....	170 75
Labonneville.....	P.Q.....	57 25	Lac St. Paul.....	P.Q.....	110 15
La Boucane.....	P.Q.....	21 70	Lac Sergent.....	P.Q.....	99 50
La Branche.....	P.Q.....	40 00	Lac Supérieur.....	P.Q.....	192 95
Labrecque.....	P.Q.....	40 00	Lac Thomas (closed 30-11-23)	P.Q.....	10 00
Labrie (opened 13-8-23).....	P.Q.....	30 00	Lactor.....	P.Q.....	29 50
La Butte.....	P.Q.....	47 00	Lac Tremblant (summer		
Lac à Beauce.....	P.Q.....	53 50	office).....	P.Q.....	111 00
Lac Archambault (summer			Lac Unique.....	N.B.....	60 00
office, opened 1-8-23).....	P.Q.....	30 00	La Cyr.....	P.Q.....	10 00
Lacadena.....	Sask.....	269 40	Lacy Road.....	N.S.....	24 00
Lac à Foin.....	P.Q.....	57 00	La Décharge.....	P.Q.....	295 65
Lac à Laurent.....	P.Q.....	25 00	La Descente des Femmes.....	P.Q.....	53 01
Lac à la Truite (summer			Ladrière.....	P.Q.....	91 00
office).....	P.Q.....	48 25	LaDurantaye.....	P.Q.....	345 00
La Calmette.....	Alberta.....	13 75	Ladywood.....	Man.....	75 75
Lacasse (closed 9-4-23).....	P.Q.....	Nil	Lafayette.....	P.Q.....	97 75
Lac aux Brochets.....	P.Q.....	23 00	La Ferme.....	P.Q.....	176 75
Lac Beauport.....	P.Q.....	103 25	Laforest.....	Ont.....	589 20
Lac Bellemare.....	P.Q.....	213 90	Lafrance.....	P.Q.....	39 00
Lac Belvue.....	Alberta.....	5 00	Lagacé.....	P.Q.....	104 00
Lac Bitobig.....	P.Q.....	74 50	Lagaceville.....	N.B.....	97 00
Lac Bouchette Station.....	P.Q.....	654 00	Lagadelle.....	P.Q.....	35 00
Lac Canard.....	Alberta.....	7 00	Laganière.....	P.Q.....	42 00
Lac Cardinal (opened 1-12-23)	Alberta.....	17 00	Laggan.....	N.S.....	45 00
Lac Castor.....	P.Q.....	112 60	La Glace.....	Alberta.....	69 00
Lac Charlebois (summer			La Gorgendière.....	P.Q.....	309 00
office).....	P.Q.....	45 50	La Grande Pointe.....	P.Q.....	55 00
Lac Chat.....	P.Q.....	96 50	La Have Island.....	N.S.....	199 00
Lac Cornu (summer office).....	P.Q.....	111 06	Laidlaw.....	B.C.....	316 94
Lac David.....	P.Q.....	30 00	Laird.....	Ont.....	44 25
Lac des Commissaires.....	P.Q.....	408 81	Lake.....	Ont.....	41 00
Lac Désert.....	P.Q.....	104 00	Lake Ainslie (E. Side).....	N.S.....	77 00
Lac des Pins (summer office)	P.Q.....	10 00	Lake Ainslie (S. Side).....	N.S.....	29 00
Lac Duhamel (summer			Lake Ainslie (W. Side).....	N.S.....	26 00
office).....	P.Q.....	15 00	Lake Ainslie Chapel.....	N.S.....	8 30
Lac Echo (summer office).....	P.Q.....	161 00	Lake Annis.....	N.S.....	134 25
Lac Français.....	P.Q.....	123 50	Lake Aylmer.....	P.Q.....	104 23
Lac Gagnon (summer office,			Lakeburn.....	N.B.....	35 00
opened 1-6-23).....	P.Q.....	38 90	Lake Cayamont.....	P.Q.....	191 50
Lac Grosleau.....	P.Q.....	88 77	Lake Clear (closed 20-10-23).....	Ont.....	14 65
Lac Guindon (summer office)	P.Q.....	135 00	Lake Couchiching (summer		
Lachance.....	P.Q.....	26 00	office).....	Ont.....	661 00
Lachenaie.....	P.Q.....	335 00	Lakedale.....	N.S.....	34 00
Lachine Rapids.....	P.Q.....	65 75	Lake Doucette.....	N.S.....	68 00
Lac Humqui.....	P.Q.....	513 40	Lake Eliza.....	Alberta.....	34 00
Lac Labelle.....	P.Q.....	190 00	Lake Edward.....	N.B.....	41 10
Lac la Biche Mission, late Lac			Lake Egmont.....	N.S.....	99 46
la Biche.....	Alberta.....	64 75	Lakefield.....	P.Q.....	288 50
Lac la Nonne.....	Alberta.....	92 30	Lake Francis Station.....	Man.....	259 93
Lac la Pêche.....	P.Q.....	410 00	Lake Geneva.....	Alberta.....	23 86
Lac la Ronge.....	Sask.....	151 87	Lake George, Kings.....	N.S.....	40 00
Lac Makamik (opened 3-11-			Lakehurst.....	Ont.....	249 00
23).....	P.Q.....	25 00	Lake Isle.....	Alberta.....	20 00
Lac Manitou Sud (summer			Lake L'Achigan (summer		
office).....	P.Q.....	40 00	office).....	P.Q.....	178 00
Lac Marois.....	P.Q.....	219 00	Lakeland.....	Man.....	162 50
Lac Nantel.....	P.Q.....	337 45	Lake La Rose.....	N.S.....	8 00
La Conception Station.....	P.Q.....	72 14	Lake McGregor.....	Alberta.....	48 80
Laconia.....	N.S.....	74 00	Lake Majeau (opened 1-10-23)	Alberta.....	67 50
Lacordaire.....	Sask.....	64 92	Lake Midway.....	N.S.....	39 65
La Corey.....	Alberta.....	31 30	Lake Munro.....	N.S.....	27 00
La Corniche (closed 21-4-23).....	P.Q.....	Nil	Lake Opinicon.....	Ont.....	56 50
Lacoste.....	P.Q.....	145 75	Lakepark.....	Sask.....	119 13
Lac Paquin (summer office)	P.Q.....	91 00	Lake Paul.....	N.S.....	42 50
Lac Pelletier.....	Sask.....	260 20	Lake Ramsay.....	N.S.....	39 25
Lac Pinault (opened 26-2-24).....	P.Q.....	15 00	Lake Road.....	N.S.....	17 01
Lac Renaud (summer office).....	P.Q.....	19 00	Lakesend.....	Alberta.....	66 11
La Croche.....	P.Q.....	95 00	Lake St. Charles.....	P.Q.....	49 50
Lac St. Joseph.....	P.Q.....	195 75	Lake St. Martin.....	Man.....	69 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Lakeside.....	P.Q.	(a)	Laskay.....	Ont.	Nil
Lake Stream.....	N.B.	13 00	La Société.....	P.Q.	72 25
Lake Thelma.....	Alberta..	26 00	Lasswade.....	Ont.	74 75
Lake Thomas.....	N.S.	56 00	Last Lake.....	Alberta..	71 00
Laketon.....	N.B.	20 00	Last Mountain..	Sask.	31 00
Lake List.....	N.S.	45 00	La Tabatière....	P.Q.	32 00
Lakevale.....	N.S.	106 90	Latchford Bridge..	Ont.	43 00
Lakeview.....	N.S.	18 00	Lathom.....	Alberta..	249 15
Lakeview.....	P.Q.	89 00	Lattie's Brook....	N.S.	206 15
Lake View House (summer office).....	P.Q.	86 00	Latourelle.....	P.Q.	25 25
Lakeville.....	N.S.	333 40	Launay.....	P.Q.	44 00
Lake Wasaw.....	Ont.	63 95	Launching Place..	P.E.I.	95 50
Lake William.....	P.Q.	58 20	Laureat.....	P.Q.	63 00
Lalancette.....	P.Q.	126 77	Laurel.....	P.Q.	60 00
La Madeleine (closed 30-6-23)	Alberta..	Nil	Laurin.....	Ont.	124 25
La Mare (closed 6-4-23).....	P.Q.	Nil	Lauvina.....	N.B.	21 00
Lambert Corners.....	P.Q.	32 00	Laval.....	P.Q.	94 00
La Mérisière.....	P.Q.	59 38	Laval Sur le Lac..	P.Q.	95 00
La Michie.....	P.Q.	24 00	Lavallrie Station..	P.Q.	70 00
Lammermoor.....	Ont.	52 00	Lavant.....	Ont.	30 00
La Montagne.....	P.Q.	81 25	La Verrière.....	P.Q.	55 00
La Montee (late Cap d'Espoir).....	P.Q.	150 00	Lavery.....	P.Q.	51 35
Lamorandière.....	P.Q.	34 00	Lavesta.....	Alberta..	85 35
La Motte.....	P.Q.	80 00	Lavington.....	B.C.	247 25
L'Amoureux.....	Alberta..	71 00	Lavinia.....	Man.	292 53
Lamy.....	P.Q.	140 00	Lavoie.....	P.Q.	10 00
Lanark.....	N.S.	52 00	Lawn Hill.....	B.C.	60 09
La Nation.....	P.Q.	81 50	Lawrence Station..	N.B.	416 25
Lancelot.....	Ont.	41 00	Lawrie.....	Sask.	22 00
Landmark (opened 15-8-23).....	Man.	33 00	Lawson (closed 29-9-23).....	Ont.	26 61
Landry.....	N.B.	55 00	Lawsonburg.....	Alberta..	65 12
Landscape.....	Sask.	90 75	Lawton.....	Alberta..	15 30
Lands End.....	N.B.	33 00	Leafland.....	Alberta..	20 25
Lang Bay.....	B.C.	219 30	Leakville.....	Sask.	20 00
Langlais.....	P.Q.	230 50	Lealholme.....	Alberta..	1 50
Langmeade.....	Sask.	60 00	Leaman.....	Alberta..	223 31
Langvale.....	Man.	36 25	Leamington.....	N.S.	59 25
Lanoraie Station.....	P.Q.	60 00	Leary.....	Man.	72 00
La Normandie.....	P.Q.	23 00	Leaside.....	Ont.	4,773 52
Lansdowne.....	N.S.	28 50	Leasowe.....	Alberta..	21 65
Lansdowne Station.....	N.S.	354 00	Leaskdale.....	Ont.	154 50
L'Anse à Brillant.....	P.Q.	197 20	Leavitt.....	Alberta..	66 50
L'Anse à Fougère.....	P.Q.	56 10	Leblanc.....	N.B.	48 56
L'Anse à Giles.....	P.Q.	127 00	Le Bouthillier....	N.B.	176 00
L'Anse à Giles Station.....	P.Q.	101 00	Le Cordon.....	P.Q.	83 75
L'Anse à la Cabane.....	P.Q.	58 75	L'Echourie.....	P.Q.	197 70
L'Anse à la Croix.....	P.Q.	83 86	Le Clair.....	Sask.	55 01
L'Anse aux Cousins.....	P.Q.	540 00	Ledwyn.....	Man.	23 00
L'Anse à Valteau.....	P.Q.	107 20	Leech.....	N.B.	91 00
Lantier.....	P.Q.	77 40	Leeshore.....	Alberta..	10 40
Lanuke.....	Alberta..	172 25	Lee Valley.....	Ont.	97 55
La Passe.....	Ont.	364 00	Leeville.....	Ont.	16 50
Lapeyère.....	P.Q.	39 97	Lefave's Corners..	Ont.	20 00
La Petite Rivière St-François	P.Q.	374 80	Lefebvre (opened 23-4-23).....	P.Q.	97 19
La Plaine.....	P.Q.	148 05	Leger Brook.....	N.B.	62 00
La Plante.....	N.B.	35 00	Légère.....	N.B.	85 00
Lapland.....	N.S.	80 00	Légère Corner.....	N.B.	91 00
La Pointe (late Choticamp).....	N.S.	39 90	Légarville.....	N.B.	51 00
Laporte.....	Sask.	542 67	Leggatt's Point....	P.Q.	517 55
L'Archevêque.....	N.S.	19 00	Leijur.....	Man.	45 26
Lardo.....	B.C.	259 60	Leighmore.....	Alberta..	42 20
L'Ardoise Highlands.....	N.S.	32 80	Leighside.....	N.B.	61 00
L'Ardoise West.....	N.S.	223 60	Leighton.....	Alberta..	117 90
La Renaudière.....	P.Q.	75 50	Leinan.....	Sask.	155 25
La Rochelle.....	Man.	145 00	Leitch's Creek.....	N.S.	77 00
Larocque.....	Ont.	226 85	Leitch's Creek Station..	N.S.	190 00
Larouche.....	P.Q.	98 50	Leitchville.....	Sask.	30 60
Lascalles.....	P.Q.	194 75	Leith.....	Ont.	248 90
			Leland.....	Ont.	14 50
			Lemay.....	P.Q.	16 06

(a) For revenue see under Montreal Sub-Office

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Lemesurier.....	P.Q.	225 95	Linton Junction.....	P.Q.	351 72
Leminster.....	N.S.	83 00	Linton's.....	N.B.	171 40
Lemonville.....	Ont.	155 57	Linville.....	N.B.	23 00
Lennard.....	Man.	148 00	Linwood.....	N.S.	190 30
Lennox.....	N.S.	33 00	Lisburn.....	Alberta...	160 00
Lennox Ferry.....	N.S.	181 10	Liscombe Mills.....	N.S.	137 50
Lennox Island.....	P.E.I.	28 50	Lisgar Station.....	P.Q.	292 65
Leo.....	Alberta...	207 30	L'Islet Station.....	P.Q.	1,294 08
Leonard de Matapedia.....	P.Q.	81 25	Lismore.....	N.S.	107 00
Leopold.....	P.Q.	40 51	Lisson.....	N.B.	6 00
Le Petit Bois Franc.....	P.Q.	26 65	Listerville.....	N.B.	13 00
Le Pré (opened 20-11-23).....	P.Q.	9 00	Litchfield.....	N.S.	129 20
Le Rocher.....	P.Q.	19 10	Little Aldouane.....	N.B.	140 50
Lerwick.....	N.B.	70 00	Little Bartibog.....	N.B.	41 00
Les Boules.....	P.Q.	254 80	Little Bass River.....	N.S.	291 25
Les Caps.....	P.Q.	30 00	Little Beach.....	N.B.	30 00
Les Chenaux.....	P.Q.	58 10	Little Branch.....	N.B.	147 00
Lesdale.....	Man.	15 80	Little Bras d'Or (South Side).....	N.S.	21 25
Les Dalles.....	P.Q.	15 00	Little Bras d'Or Bridge.....	N.S.	638 00
Les Fonds.....	P.Q.	158 30	Little Brook Station.....	N.S.	131 00
Les Hauteurs.....	P.Q.	92 00	Little Bullhead.....	Man.	54 00
Leskard.....	Ont.	94 20	Little Cape.....	N.B.	175 00
Les Lacs (summer office).....	P.Q.	63 00	Little Dover.....	N.S.	96 00
Leslie.....	P.Q.	55 12	Little Gaspe.....	P.Q.	94 00
Lessard.....	Alberta...	59 00	Little Harbour.....	N.S.	48 75
Les Saules.....	P.Q.	81 00	Little Judique.....	N.S.	65 00
Les Trois Ruisseaux.....	P.Q.	100 00	Little Judique Ponds.....	N.S.	95 00
Les Vieilles Forges.....	P.Q.	24 25	Little Lake.....	N.B.	Nil
Letang.....	N.B.	36 32	Little Liscombe.....	N.S.	39 30
L'E'tête.....	N.B.	224 00	Little Lorraine.....	N.S.	58 60
Letterkenny.....	Ont.	23 00	Little Mabou.....	N.S.	12 50
Lettonia.....	Man.	36 50	Little Narrows.....	N.S.	257 77
Levesque.....	N.B.	28 50	Little Pabos.....	P.Q.	292 00
Levy Settlement.....	N.S.	26 75	Little Plume.....	Alberta...	33 70
Lewis.....	Man.	163 83	Little Port L'Hébert.....	N.S.	44 50
Lewis Bay West.....	N.S.	11 70	Little Prairie.....	Alberta...	80 00
Lewis Cove Road.....	N.S.	25 30	Little Rapids.....	Ont.	184 99
Lewisham.....	Ont.	28 00	Little Ridge.....	N.B.	28 25
Lewis Mountain.....	N.B.	43 00	Little River Chéticamp.....	N.S.	43 00
Lewis Mountain.....	N.S.	15 00	Little River West.....	P.Q.	244 17
Lewiston.....	N.S.	407 00	Little River.....	N.B.	325 00
Lewisville.....	N.B.	1,308 85	Little River Harbour.....	N.S.	45 50
Lewiswyn.....	Sask.	25 50	Little Rocher.....	N.B.	48 00
Lexington.....	N.S.	39 25	Little Shippigan.....	N.B.	75 00
Libau.....	Man.	319 15	Little Tancook.....	N.S.	103 00
Libreville.....	Man.	46 25	Little Tracadie (opened 15-1-24).....	N.B.	14 00
Lidgett.....	Sask.	137 00	Little Woody.....	Sask.	183 25
Lidstone.....	Man.	88 00	Little York.....	P.E.I.	361 00
Lightwoods.....	Sask.	34 00	Livelong.....	Sask.	76 33
Ligny St. Flochel (opened 9-8-23).....	P.Q.	85 00	Livingstone Cove.....	N.S.	52 80
Likely.....	B.C.	563 02	Lizard Lake.....	Sask.	20 25
Lilac.....	Sask.	236 70	Lloyds.....	N.S.	39 65
Lilendale (late Ketchum).....	Alberta...	31 00	Lloyd's Hill.....	Alberta...	44 31
Lillestrom.....	Sask.	43 00	Lobley.....	Alberta...	163 56
Lillesve.....	Man.	18 55	Lobo.....	Ont.	277 40
Lillyfield.....	Man.	65 50	Lobster Beach.....	N.B.	8 40
Lily.....	N.S.	107 30	Lochaber Bay.....	P.Q.	228 32
Lily Bay.....	Man.	38 50	Lochaber Mines.....	N.S.	163 00
Lilydale.....	Sask.	10 50	Loch Ban.....	N.S.	15 00
Lily Plain.....	Sask.	45 50	Lochdale.....	B.C.	308 25
Lily Vale.....	N.S.	16 25	Lochend.....	Alberta...	25 50
Lime Hill.....	N.S.	54 55	Loch Katrine.....	N.S.	88 62
Limestone Lake.....	Alberta...	54 00	Loch Lomond.....	N.S.	29 08
L'Immaculée Conception.....	P.Q.	119 00	Loch Lomond West.....	N.S.	31 00
Linaria.....	Alberta...	56 00	Loch Monar.....	Man.	25 08
Lindale.....	Alberta...	83 00	Lochside.....	N.S.	56 00
Lindell (closed 31-7-23).....	B.C.	Nil	Lockeport.....	B.C.	199 65
Lindsay.....	N.B.	180 00	Lockhart.....	Alberta...	87 00
Lineham.....	Alberta...	163 25	Lochartville.....	N.S.	153 25
Linfield.....	Alberta...	31 60	Lockport.....	Man.	195 38
Lingan.....	N.S.	217 29	Lockstead.....	N.B.	23 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Locre.....	Man.....	123 00	Lower Clarke Harbour.....	N.S.....	156 61
Lodore.....	Ont.....	19 00	Lower Concession.....	N.S.....	126 80
Loganville.....	N.S.....	72 99	Lower Cove.....	N.S.....	47 56
Logberg.....	Sask.....	32 19	Lower Derby.....	N.B.....	100 80
Logoch.....	Man.....	18 00	Lower East Chezzetcook.....	N.S.....	87 00
Log Valley.....	Sask.....	27 30	Lower Economy.....	N.S.....	208 25
Lombardy.....	Ont.....	469 50	Lower Eel Brook.....	N.S.....	47 00
London Sub-office No 5.....	Ont.....		Lower Escuminac.....	N.B.....	45 72
London Sub-office No 6.....	Ont.....		Lower Five Islands.....	N.S.....	242 00
London Sub-office No. 7.....	Ont.....	(a)	Lower Gagetown.....	N.B.....	63 00
London Sub-office No. 9.....	Ont.....		Lower Greenville.....	N.S.....	41 00
London Tambling's Corners.....	Ont.....		Lower Gueguen.....	N.B.....	70 50
Londonderry.....	N.B.....	10 00	Lower Hillsdale.....	N.S.....	36 00
Londonderry Station.....	N.S.....	606 60	Lower Ireland.....	P.Q.....	172 30
Lonely Lake.....	Man.....	115 86	Lower Jordan Bay.....	N.S.....	90 00
Lone Rock.....	Sask.....	24 50	Lower Kingston.....	N.B.....	101 00
Lonesome Butte.....	Sask.....	57 60	Lower La Have.....	N.S.....	205 50
Lone Spruce.....	Sask.....	16 00	Lower Meagher's Grant.....	N.S.....	107 50
Long Creek.....	N.B.....	57 00	Lower Melbourne.....	N.S.....	42 00
Long Hill.....	N.S.....	18 00	Lower Middle River.....	N.S.....	27 00
Long Island Main.....	N.S.....	5 00	Lower Millstream.....	N.B.....	302 98
Long Lake.....	Ont.....	123 50	Lower Mount Thom.....	N.S.....	66 00
Long Point.....	N.S.....	242 70	Lower Napan.....	N.B.....	143 00
Long Point.....	N.B.....	47 00	Lower Neguac.....	N.B.....	299 50
Long Point of Mingan.....	P.Q.....	150 50	Lower Newcastle.....	N.B.....	109 00
Long Reach.....	N.B.....	171 00	Lower New Cornwall.....	N.S.....	42 00
Longs.....	N.S.....	7 50	Lower Northfield.....	N.S.....	51 30
Longs' Cove.....	N.B.....	25 70	Lower Ohio (closed 30-11-23).....	N.S.....	37 00
Longview.....	Alberta.....	194 50	Lower Prospect.....	N.S.....	10 00
Longworth.....	B.C.....	446 36	Lower River Inhabitants.....	N.S.....	119 80
Lonira.....	Alberta.....	156 86	Lower Rose Bay.....	N.S.....	140 25
Looma.....	Alberta.....	96 71	Lower St. Esprit.....	N.S.....	43 00
Loon.....	Ont.....	129 00	Lower St. Charles.....	N.B.....	56 00
Loon Lake (opened 1-3-23).....	Sask.....	70 00	Lower Sackville.....	N.S.....	Nil
Loos.....	B.C.....	281 10	Lower Sandy Point.....	N.S.....	157 55
Loranger.....	P.Q.....	108 00	Lower Sapin.....	N.B.....	35 00
Loree.....	Ont.....	44 25	Lower Salunierville.....	N.S.....	256 25
Lorenzo.....	Sask.....	24 50	Lower Selmah.....	N.S.....	112 10
Lorimer Lake.....	Ont.....	21 00	Lower Shag Harbour.....	N.S.....	78 54
Lorne.....	N.B.....	95 00	Lower Shinimicas.....	N.S.....	53 25
Lorne.....	P.Q.....	231 50	Lower Ship Harbour.....	N.S.....	210 45
Lorne.....	Ont.....	43 25	Lower Ship Harbour East.....	N.S.....	297 90
Lorne Creek (re-opened 1-4-23).....	B.C.....	94 73	Lower South River.....	N.S.....	52 55
Lorne House (summer office).....	P.Q.....	379 00	Lower Springfield.....	N.S.....	16 30
Lorne Park.....	Ont.....	461 00	Lower Washabuck.....	N.S.....	35 00
Lorne Mine.....	B.C.....	47 00	Lower Wedgeport.....	N.S.....	321 25
Lornevale.....	N.S.....	48 00	Lower Wentworth.....	N.S.....	94 45
Lorneville.....	N.S.....	164 75	Lower West Jeddore.....	N.S.....	179 30
Lorneville.....	N.B.....	151 50	Lower West Pubnico.....	N.S.....	211 00
Lorrain Valley (1-12-23).....	Ont.....	107 40	Lower Whitehaven.....	N.S.....	132 54
Lost River.....	P.Q.....	195 09	Low Point.....	N.S.....	86 30
Lost River.....	Sask.....	114 90	Lozelle.....	B.C.....	84 15
Louisa.....	P.Q.....	95 00	Lozier Settlement.....	N.B.....	177 51
Louise Docks (summer office).....	P.Q.....	Nil	Lucasville.....	N.S.....	35 50
Louis Creek.....	B.C.....	227 75	Lucerne.....	P.Q.....	59 90
Louise.....	Ont.....	24 50	Luella.....	Sask.....	157 50
Louis Head.....	N.S.....	195 00	Lulu Island.....	B.C.....	60 00
Lourdes.....	N.S.....	185 00	Lumsden Beach (summer office).....	Sask.....	54 76
Lourdes du Blanc Sablon.....	P.Q.....	45 00	Lundemo.....	Alberta.....	48 91
Louvain.....	Sask.....	25 00	Lundy.....	N.S.....	22 00
Low Bush.....	Ont.....	178 90	Lunnford.....	Alberta.....	149 77
Lowell.....	N.B.....	17 00	Lussier (opened 9-7-23).....	P.Q.....	152 50
Lower Abouzaggin.....	N.B.....	76 54	Lutes Mountain.....	N.B.....	50 50
Lower Branch.....	N.S.....	80 00	Luzan.....	Alberta.....	32 00
Lower Burlington.....	N.S.....	148 00	Lyalta (opened 2-7-23).....	Alberta.....	149 00
Lower Burnside.....	N.S.....	37 30	Lydiatt.....	Man.....	136 25
Lower Caledonia.....	N.S.....	139 05	Lydiard.....	Sask.....	59 70
Lower Cape.....	N.B.....	49 40	Lynche River.....	N.S.....	4 00
Lower Cape Bald.....	N.B.....	13 50	Lyndon.....	Alberta.....	75 35

(a) For revenue see under London Sub-Offices.

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Lynnville.....	Ont.....	139 37	McPherson.....	N.S.....	52 00
Lyttleton.....	N.B.....	58 00	McPherson's Ferry.....	N.S.....	75 00
Lytton.....	P.Q.....	95 10	McPherson's Mills.....	N.S.....	86 30
McAdam's Lake.....	N.S.....	18 00	McQuade.....	N.B.....	20 00
McArras Brook.....	N.S.....	42 00	McTavish.....	Man.....	200 96
McArthur's Mills.....	Ont.....	277 94	Mabella.....	Ont.....	391 35
McAulay's.....	N.S.....	32 00	Mable Lake.....	B.C.....	53 30
McBean.....	P.Q.....	36 72	Mabou Harbour.....	N.S.....	16 00
McCallum Settlement.....	N.S.....	27 25	Mabou Harbour Mouth.....	N.S.....	40 00
McClure.....	N.S.....	92 25	Mabou Mines.....	N.S.....	20 00
McCluskey.....	N.B.....	12 00	Macalister.....	B.C.....	140 00
McCormack.....	N.S.....	55 50	Macdiarmid.....	Ont.....	332 88
McCreadyville.....	N.S.....	51 00	MacDougall's.....	N.B.....	147 00
McCrackens Landing (summer office).....	Ont.....	175 00	Macdale.....	N.S.....	26 00
McCrae.....	Ont.....	56 00	MacKayville.....	P.Q.....	100 50
McDonald Glen.....	N.S.....	8 00	Mackey's Station.....	Ont.....	279 24
McDonald Hills.....	Sask.....	51 75	Mackinnon (closed 8-11-23).....	B.C.....	40 06
McDonald Siding.....	Ont.....	50 00	Maepes.....	P.Q.....	73 50
McDonaldville.....	Alberta.....	64 00	Maeross.....	Man.....	43 25
McDougall.....	Ont.....	107 50	Maerworth.....	Sask.....	48 55
McDougall Mills.....	Ont.....	722 50	Mader's Cove.....	N.S.....	149 70
McEchern.....	Sask.....	12 00	Madigan (closed 23-10-23).....	Ont.....	27 91
McElhanney.....	Sask.....	48 00	Madran.....	N.B.....	47 00
McFarlane Lake.....	Ont.....	62 50	Maeshowe.....	Sask.....	91 10
McGivney Junction.....	N.B.....	325 17	Maefeking.....	Man.....	499 32
McGrath Cove.....	N.S.....	31 00	Magnesite (opened 2-2-24).....	P.Q.....	40 00
McGrath Mountain.....	N.S.....	15 00	Maganasippi (opened 1-6-23).....	P.Q.....	10 00
McGregor Bay (summer office).....	Ont.....	212 65	Magpie.....	P.Q.....	132 27
McInnis Creek.....	Ont.....	25 50	Magundy.....	N.B.....	174 70
McIntosh.....	Ont.....	235 64	Mahaska.....	Alberta.....	155 27
McIntosh Springs.....	Ont.....	66 00	Mailhiot.....	P.Q.....	43 00
McIntyre.....	Ont.....	76 00	Maillard.....	P.Q.....	46 71
McIntyre's Lake.....	N.S.....	131 07	Mailloux.....	P.Q.....	88 00
McIntyre's Mountain.....	N.S.....	15 00	Main Centre.....	Sask.....	231 40
McKee's Mills.....	N.B.....	145 30	Main River.....	N.B.....	250 50
McKendrick.....	N.B.....	67 40	Main Stream.....	N.B.....	10 00
McKenzie East Bay.....	N.S.....	17 00	Maitland Forks.....	N.S.....	31 30
McKenzie Lake.....	Ont.....	34 00	Makamik Nord (closed 3-11-23).....	P.Q.....	1 48
McKinleyville.....	N.B.....	127 51	Makinson.....	B.C.....	120 00
McKinnon's Brook.....	N.S.....	12 00	Malachi.....	Ont.....	206 03
McKinnon's Harbour.....	N.S.....	120 00	Malaga Gold Mines.....	N.S.....	40 85
McKinnon's Hill.....	N.B.....	129 25	Malagawatch.....	N.S.....	38 00
McKinnon's Settlement (opened 15-8-23).....	N.S.....	39 00	Malby.....	Sask.....	24 00
McLaren.....	Sask.....	27 55	Mal Bay.....	P.Q.....	159 00
McLaughlin.....	Alberta.....	38 10	Malden.....	N.B.....	60 00
McLaughlin Road.....	N.B.....	46 00	Malinant Cove.....	N.S.....	186 25
McLean.....	Ont.....	47 50	Malisect.....	N.B.....	16 00
McLean.....	N.B.....	57 75	Malmaison.....	P.Q.....	88 00
McLeannville.....	N.S.....	39 00	Malmo.....	Alberta.....	29 50
McLellan's Mountains.....	N.S.....	14 00	Malone.....	Ont.....	217 58
McLeod Point.....	N.S.....	28 00	Maloneck.....	Sask.....	48 00
McLeod Siding.....	N.B.....	23 00	Malonton.....	Man.....	276 50
McLure.....	B.C.....	95 00	Maloy.....	Alberta.....	53 00
McMillan.....	N.B.....	28 45	Maltais.....	N.B.....	16 00
McMunn.....	Man.....	86 40	Maltempeque.....	N.B.....	41 00
McMurdo.....	B.C.....	132 20	Malvern.....	Ont.....	278 75
McMurphy.....	B.C.....	41 00	Malvina.....	P.Q.....	362 50
McMurrich.....	Ont.....	85 25	Mamette Lake.....	B.C.....	16 50
McNab's Cove.....	N.S.....	30 00	Manasette Lake.....	N.S.....	51 20
McNairn.....	N.B.....	51 25	Mance.....	Alberta.....	27 00
McNamee.....	N.B.....	340 06	Manche d'Epce.....	P.Q.....	113 64
McNaughton (late Polson's Brook, N.S., 1-4-23).....	N.S.....	42 83	Maneroft.....	Sask.....	30 75
McNeill's Mills.....	P.E.I.....	200 00	Mandeville.....	Ont.....	19 00
McNeil's Vale.....	N.S.....	20 00	Managanassee Mines.....	N.S.....	35 50
McNeily's.....	N.S.....	69 00	Manigotagan.....	Man.....	69 00
McNutt's Island.....	N.S.....	18 25	Manitou Beach (summer office).....	Sask.....	193 00
McPhee's Corner.....	N.S.....	50 00	Mankota.....	Sask.....	124 00
			Mann.....	P.Q.....	25 00
			Manners Sutton.....	N.B.....	332 50
			Mannheim.....	Ont.....	18 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Mann Settlement (late Veilleux, 25-9-23).....	P.Q.	28 00	Martineau.....	P.Q.	46 30
Manns Mountain.....	N.B.	14 00	Martin's.....	N.B.	67 00
Manoir Richelieu (summer office).....	P.Q.	675 00	Martins.....	Alberta...	20 00
Manotick Station.....	Ont.	339 50	Martin's Head.....	N.B.	4 00
Manouan.....	P.Q.	279 93	Martin's Lake.....	P.Q.	32 00
Manresa.....	Sask.	44 20	Martin Siding.....	Ont.	253 75
Manson Creek.....	B.C.	30 00	Martin's Point.....	N.S.	323 50
Many Island.....	Alberta...	19 00	Martin's River.....	N.S.	445 71
Manuels.....	N.B.	80 50	Martock.....	N.S.	114 55
Mapes.....	B.C.	101 50	Marvelville.....	Ont.	145 00
Maple Bay (opened 17-12-23).....	B.C.	66 00	Marwayne.....	Alberta...	40 50
Maple Brook.....	N.S.	10 50	Marx.....	Sask.	26 65
Mapleburg.....	N.B.	85 00	Mary Hill.....	Man.	43 10
Maple Glen.....	N.B.	71 48	Mary Lake.....	Alberta...	46 50
Maple Green.....	N.B.	10 00	Maryvale.....	N.S.	50 85
Maple Grove.....	P.Q.	179 10	Marysville.....	B.C.	111 62
Maple Grove.....	N.S.	61 55	Mascarene.....	N.B.	43 00
Maple Hill (closed 14-4-23).....	Ont.	Nil	Masinasin.....	Alberta...	100 80
Maple Island.....	Ont.	252 20	Maskawata.....	Man.	25 35
Maple Lake.....	Ont.	218 79	Maskinongé.....	P.Q.	205 06
Maple Leaf.....	Ont.	66 95	Mason Point.....	N.S.	5 00
Maple Ridge (closed 30-6-23).....	N.S.	Nil	Massey Bay.....	Ont.	112 50
Maple View.....	N.B.	48 60	Matapedia West.....	P.Q.	50 50
Mar.....	Ont.	137 75	Natawatchesan.....	Ont.	314 50
Marble Ridge.....	Man.	Nil	Matheson.....	N.S.	25 00
Marcelville.....	N.B.	44 00	Mathieu.....	P.Q.	93 82
Marchand.....	Man.	191 65	Matlock.....	Man.	268 50
Marchantgrove.....	Sask.	35 00	Mattatall Lake.....	N.S.	48 52
Marchbank.....	N.B.	22 84	Mattice.....	Ont.	683 23
Marcil.....	P.Q.	112 15	Mattie.....	N.S.	54 00
Marco.....	Man.	23 00	Maughan.....	Alberta...	127 65
Margaree Ford (closed 31-7-23).....	N.S.	Nil	Maunders.....	Alberta...	77 75
Margaree Island.....	N.S.	8 00	Mavillette.....	N.S.	275 50
Margaret.....	Man.	674 30	Mavis Mills.....	N.B.	205 00
Margate.....	P.E.I.	148 00	Mawcook.....	P.Q.	30 40
Markhamville.....	N.B.	59 62	Maxstone.....	Sask.	33 40
Maria Capes.....	P.Q.	172 50	Maxwell.....	N.B.	76 40
Maria de Kent.....	N.B.	42 05	Maxwellton.....	Sask.	32 00
Maria East.....	P.Q.	194 45	Maxwellton Station.....	N.S.	49 00
Marie Joseph.....	N.S.	464 15	Mayberry.....	Sask.	97 25
Marienthal.....	Sask.	21 00	Maybridge.....	Alberta...	22 50
Marier.....	P.Q.	298 00	Maybrook.....	Ont.	19 00
Marieton.....	Sask.	47 50	Mayercroft.....	Alberta...	162 84
Marieval.....	Sask.	49 25	Mayfair.....	Sask.	54 91
Marion Bridge Road (closed 30-11-23).....	N.S.	10 00	Mayfield.....	N.S.	37 00
Marionville.....	Ont.	145 50	Mayflower.....	N.S.	64 00
Marius.....	Man.	57 00	Maygrove.....	Man.	20 00
Markland.....	Man.	28 75	Mayo.....	P.Q.	172 70
Marlin.....	Sask.	7 00	Mazama.....	B.C.	99 57
Marlow.....	P.Q.	72 00	Mazeppa.....	Alberta...	184 20
Marne.....	Sask.	82 34	Meach Lake (summer office).....	P.Q.	55 00
Marney.....	Man.	44 25	Meadow.....	N.S.	38 70
Marriott's Cove.....	N.S.	245 10	Meadow.....	N.B.	44 00
Marriott.....	Sask.	62 70	Meadowbrook.....	Alberta...	27 25
Marron Lake.....	B.C.	39 75	Meadow Creek.....	Alberta...	40 00
Martown.....	N.B.	15 65	Meadow Lake.....	Sask.	624 15
Marshboro.....	P.Q.	93 00	Meadow Portage.....	Man.	190 50
Marsh.....	N.S.	20 00	Meadows.....	Man.	292 60
Marshall's Town.....	N.S.	236 10	Meadow Springs.....	N.S.	13 00
Marshes (West Bay).....	N.S.	67 70	Meadows Road.....	N.S.	17 00
Marshy Hope.....	N.S.	114 65	Meadowvale.....	Man.	56 39
Marsouins.....	P.Q.	140 32	Meadowvale.....	N.S.	38 78
Martel.....	P.Q.	391 75	Meadowview.....	Alberta...	158 00
Martel Corners.....	Ont.	60 00	Meagher's Grant.....	N.S.	336 00
Marter.....	Ont.	113 47	Meat Cove.....	N.S.	20 25
Martigny.....	P.Q.	22 08	Meanook.....	Alberta...	330 60
Martin Brook.....	N.S.	89 25	Meath Park.....	Sask.	105 25
Martindale.....	P.Q.	108 31	Meaux.....	P.Q.	20 00
			Mechanic's Settlement.....	N.B.	65 75
			Medford.....	N.B.	64 77
			Medika.....	Man.	49 33
			Meeting Lake.....	Sask.	68 45

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Megan (opened 1-5-23).....	Sask.....	35 02	Mid Lothian Wharf (summer office).....	Ont.....	119 95
Meiklefield.....	N.S.....	38 00	Midnight Lake.....	Sask.....	354 50
Meiseners.....	N.S.....	43 30	Midville Branch.....	N.S.....	113 50
Mekiwin.....	Man.....	37 00	Midway.....	N.B.....	52 50
Melanson.....	N.S.....	181 00	Miguasha.....	P.Q.....	55 50
Melbourne.....	Man.....	46 75	Miguasha West.....	P.Q.....	34 30
Meldrum Bay.....	Ont.....	305 50	Mildred.....	Sask.....	70 50
Maleb.....	Man.....	477 22	Mildmay Park (opened 1-4-23)	Sask.....	67 65
Melford.....	N.S.....	86 25	Milford.....	N.S.....	66 05
Melissa.....	Ont.....	53 00	Milford.....	N.B.....	554 00
Mellom.....	Alberta.....	20 25	Milford Bay.....	Ont.....	720 55
Mellonville.....	Man.....	64 60	Milford Haven.....	Ont.....	97 58
Mellowdale.....	Alberta.....	38 87	Milford Haven Bridge.....	N.S.....	42 30
Melocheville.....	P.Q.....	136 84	Militia Point.....	N.S.....	25 00
Melrose.....	N.S.....	161 05	Milkish.....	N.B.....	61 00
Melrose.....	Man.....	72 50	Millar.....	Ont.....	127 05
Melrose Hill.....	N.S.....	24 00	Millar Hill.....	Ont.....	66 00
Memramcook West.....	N.B.....	951 76	Millbank.....	N.B.....	98 50
Menard.....	P.Q.....	116 00	Millbrook.....	Man.....	47 57
Menisino.....	Man.....	141 70	Mill Cove.....	N.S.....	223 03
Mentieth.....	Man.....	94 30	Mill Cove.....	N.B.....	177 50
Menzie.....	Man.....	300 27	Mill Creek.....	N.S.....	36 30
Menzies Bay.....	B.C.....	454 07	Milledgeville.....	N.B.....	(a)
Mercier.....	P.Q.....	74 00	Millerfield.....	Alberta.....	95 34
Mercoal.....	Alberta.....	369 17	Miller Lake.....	Ont.....	57 25
Merland.....	N.S.....	22 00	Mileton.....	Sask.....	54 20
Merridale.....	Man.....	143 35	Mille Vaches.....	P.Q.....	399 40
Merryflack.....	Sask.....	85 00	Millville (Boularderie).....	N.S.....	109 05
Mersey Point, (late Black Point 9-7-23).....	N.S.....	73 75	Millfield.....	P.Q.....	78 60
Methven.....	Man.....	184 55	Million.....	Man.....	137 50
Meteghan Centre.....	N.S.....	299 00	Mill Road.....	N.S.....	23 30
Meteor.....	Sask.....	69 00	Millstream.....	P.Q.....	173 50
Metaklatla.....	B.C.....	56 50	Millstream.....	N.B.....	237 00
*Mewassin (opened 2-2-24).....	Alberta.....	10 00	Millstream.....	B.C.....	331 58
Meyersburg.....	Ont.....	68 00	Millsville.....	N.S.....	133 75
Mézières.....	Man.....	117 05	Milly.....	Sask.....	214 00
Micawber.....	Man.....	45 52	Milnikek.....	P.Q.....	657 51
Michaud.....	N.B.....	60 25	Milton Heights.....	Ont.....	414 55
Michaudville.....	P.Q.....	112 30	Milton Station.....	P.E.I.....	200 00
Micksburg.....	Ont.....	174 00	Minahico.....	Ont.....	89 88
Mie Mae Gold Mines (closed 12-11-23).....	N.S.....	12 00	Minasville.....	N.S.....	90 00
Middle Barney's River.....	N.S.....	48 85	Mineola (closed 30-4-23).....	B.C.....	Nil
Middleboro'.....	N.S.....	74 50	Mine Centre.....	Ont.....	544 40
Middlebro.....	Man.....	309 77	Mine de Mica.....	P.Q.....	50 30
Middle Cape.....	N.S.....	25 01	Mineral.....	N.B.....	36 00
Middle Caraqueet.....	N.B.....	211 50	Mineral Rock.....	N.S.....	20 00
Middle Church.....	Man.....	231 10	Miners Bay.....	Ont.....	115 30
Middle Country Harbour.....	N.S.....	120 60	Mineville.....	N.S.....	27 50
Middle East Pubnico.....	N.S.....	228 50	Mingan.....	P.Q.....	46 19
Middlefield.....	N.S.....	116 50	Ministik Lake.....	Alberta.....	20 00
Middle Kouchibouguac.....	N.B.....	45 50	Minnehaha.....	Sask.....	54 65
Middle Lake.....	Sask.....	222 75	Minnie Lake.....	Sask.....	25 06
Middle La Have Ferry.....	N.S.....	297 00	Mink Cove.....	N.S.....	117 49
Middle Manchester.....	N.S.....	59 30	Mink Creek.....	Man.....	32 00
Middlemarch.....	Ont.....	63 00	Minnehik.....	Alberta.....	169 50
Middlemiss.....	Ont.....	242 50	Minnewakan.....	Man.....	30 25
Middle Ohio (closed 30-11-23)	N.S.....	44 00	Minnicoganashene (summer office).....	Ont.....	460 00
Middleport.....	Ont.....	300 00	Minstrel Island.....	B.C.....	213 96
Middle Porter's Lake.....	N.S.....	17 30	Minudie.....	N.S.....	102 05
Middle River.....	N.S.....	172 57	Miocene.....	B.C.....	80 50
Middle River Centre.....	N.S.....	25 00	Mira Gut.....	N.S.....	341 90
Middle Ste Louise.....	N.B.....	103 50	Miramichi.....	N.S.....	10 00
Middle Sackville.....	N.S.....	4 00	Miron.....	P.Q.....	74 20
Middlesboro.....	B.C.....	240 00	Mirror Lake.....	B.C.....	121 21
Middlewood.....	N.S.....	205 55	Miscou Centre.....	N.B.....	226 76
Midford.....	Ont.....	4 00	Miscou Harbour.....	N.B.....	68 83
Midgell.....	P.E.I.....	146 75	Miscou Lighthouse.....	N.B.....	79 50

*Credit for new office not yet opened.

(a) For revenue see under St. John Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Miscou Plains.....	N.B.	70 00	Montreal, Sub-office No. 110.	P.Q.	(a)
Misere.....	P.Q.	30 55	Montreal, Sub-office No. 120.	P.Q.	(a)
Mispee.....	N.B.	64 00	(opened 7-5-23).....	P.Q.	(a)
Mississippi Station.....	Ont.	186 95	Montreal, Sub-office No. 122	P.Q.	(a)
Mission St. Louis.....	P.Q.	59 20	(opened 24-3-23).....	P.Q.	(a)
Mississagi.....	Ont.	30 00	Montreal Lake.....	Sask.	21 00
Mistatin.....	Sask.	503 53	Montrose.....	N.S.	137 45
Mitchell Bay.....	N.S.	36 60	Mont St-Hilaire.....	P.Q.	248 00
Mitchell's Bay.....	Ont.	65 50	Mont St-Pierre.....	P.Q.	107 65
Mitchell Settlement.....	N.B.	10 40	Monvel.....	Alberta.	52 00
Mitchell Station.....	P.Q.	86 25	Moon Hills.....	Sask.	38 00
Mitchellview.....	Sask.	36 00	Moonstone.....	Ont.	300 88
Mizpah.....	Alberta.	101 85	Moose Bay.....	Man.	51 00
Moibert (late Trudeau, Ont., 1-5-23).....	Ont.	200 70	Moose Brook.....	N.S.	89 73
Model Farm.....	Sask.	80 00	Moosehead.....	N.S.	105 36
Moe's River (closed 15-8-23).....	P.Q.	7 19	Moose Hill.....	Ont.	55 00
Moffat.....	Sask.	60 85	Moosehorn.....	Man.	849 00
Moha.....	B.C.	115 00	Mooseland.....	N.S.	85 90
Moirvale.....	Sask.	20 00	Moose Lake.....	Man.	11 00
Moisie.....	P.Q.	161 00	Moose Mountain.....	N.B.	63 00
Mokomon (opened 1-11-23).....	Ont.	53 00	Moose Range.....	Sask.	94 00
Molewood.....	Sask.	45 00	Moose River (Pictou).....	N.S.	45 00
Molson.....	Man.	602 39	Moose River (Cumberland).....	N.S.	91 40
Monchy.....	Sask.	106 55	Moose River Gold Mines.....	N.S.	126 00
Moncton Sub-Office No. 2			Moose Valley.....	Sask.	17 50
(re-opened 19-12-23).....	N.B.	(b)	Mooswa.....	Alberta.	148 70
Moncton Sub-Office No. 3.....	N.B.	(b)	Moran.....	N.B.	90 05
Moncton Sub-Office No. 4.....	N.B.	(b)	Morar.....	N.S.	50 50
Moncton Sub-Office No. 5			Moreau.....	P.Q.	36 45
(opened 24-8-23).....	N.B.	(b)	Moresby.....	B.C.	23 00
Moncton Sub-Office No. 6			Morganville.....	N.S.	33 94
(opened 13-11-23).....	N.B.	(b)	Mouicetown.....	B.C.	172 10
Monck.....	Ont.	110 00	Morigeau.....	P.Q.	95 25
Mond.....	Ont.	53 25	Morin.....	P.Q.	36 00
Monet.....	P.Q.	268 65	Morinus.....	Ont.	162 00
Monetville.....	Ont.	183 98	Morisset Station.....	P.Q.	503 06
Monkman.....	Alberta.	38 00	Morley.....	Alberta.	424 60
Monk Road.....	Ont.	24 00	Morneault.....	N.B.	11 00
Monk's Head.....	N.S.	35 29	Morris.....	P.Q.	70 00
Mono Centre.....	Ont.	167 50	Morrisdale.....	N.B.	55 25
Monominto.....	Man.	167 99	Morris Island.....	N.S.	21 50
Monsell.....	Ont.	18 00	Morris Lake.....	Man.	26 75
Monquart (opened 1-5-23).....	N.B.	31 00	Morrison.....	N.S.	18 00
Montague Gold Mines.....	N.S.	35 85	Morrison Lake.....	Ont.	25 00
Montagne Ronde.....	P.Q.	20 00	Morristown.....	N.S.	73 60
Montcalm.....	P.Q.	101 20	Morrow (opened 1-12-23).....	Ont.	50 00
Montcalm Mills.....	P.Q.	169 00	Morson.....	Ont.	209 80
Mont Cervin (late Mount Robson, 21-5-23).....	P.Q.	37 52	Mortimer's Point.....	Ont.	205 00
Monteagle.....	N.B.	30 00	Mortonmoor.....	Alberta.	22 00
Monteagle Valley.....	Ont.	175 44	Morvan.....	N.S.	21 55
Monte Creek.....	B.C.	442 88	Morweena.....	Man.	8 00
Montigny.....	P.Q.	58 00	Morwick.....	Sask.	33 00
Mont Louis.....	P.Q.	535 35	Mosborough (closed 31-10-23).....	Ont.	50 97
Mont Nebo.....	Sask.	94 00	Mosher's Corner.....	N.S.	49 50
Montreal, Ahuntsic.....	P.Q.	(a)	Moss Glen.....	N.B.	55 00
Montreal, Bordeaux.....	P.Q.	(a)	Mosside.....	Alberta.	401 25
Montreal, Côte St Michel.....	P.Q.	(a)	Mosten.....	Sask.	52 50
Montreal, Greenfield Park.....	P.Q.	(a)	Motherwell.....	Ont.	128 00
Montreal, Mount Royal.....	P.Q.	(a)	Moulie's River.....	N.B.	238 60
Montreal, Tétrealutville.....	P.Q.	(a)	Moulin Bersimis.....	P.Q.	76 00
Montreal Sub-office No. 16.....	P.Q.	(a)	Moulin Vallière.....	P.Q.	21 00
Montreal, Sub-office No. 17.....	P.Q.	(a)	Mound.....	Alberta.	117 80
Montreal, Sub-office No. 26.....	P.Q.	(a)	Mountain Chutes (opened 1-11-23).....	Ont.	83 95
Montreal, Sub-office No. 33.....	P.Q.	(a)	Mountain Brook.....	N.B.	95 00
Montreal, Sub-office No. 47.....	P.Q.	(a)	Mountain House.....	Alberta.	30 50
Montreal, Sub-office No. 49.....	P.Q.	(a)	Mountain Road.....	Man.	122 80
Montreal, Sub-office No. 68.....	P.Q.	(a)	Mountain View.....	Ont.	128 00
Montreal, Sub-office No. 109.....	P.Q.	(a)	Mount Auburn.....	N.S.	30 00
			Mount Borden (closed 14-4-23).....	N.S.	Nil

(b) For revenue see under Moncton Sub-Offices.

(a) For revenue see under Montreal Sub-Offices.

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Mount Chesney.....	Ont.....	50 00	Nahma (closed 1-11-23).....	Ont.....	Nil
Mount Denison.....	N.S.....	294 00	Nahun.....	B.C.....	108 30
Mount Green.....	Sask.....	60 75	Nakamun.....	Alberta.....	70 01
Mount Hanly.....	N.S.....	120 50	Nakina (opened 7-12-23).....	Ont.....	282 25
Mount Hope.....	Ont.....	946 50	Napan Bay (opened 16-11-23)	N.B.....	48 00
Mount Irwin.....	Ont.....	56 50	Naples (opened 1-12-23).....	Alberta.....	40 07
Mount Julien.....	Ont.....	395 69	Narol.....	Man.....	76 50
Mount King.....	N.S.....	6 00	Nashton.....	B.C.....	54 51
Mount Kinsella.....	P.Q.....	49 93	Natashquan.....	P.Q.....	197 07
Mount Loyal.....	P.Q.....	30 00	Nateby.....	Alberta.....	31 80
Mount Murray.....	P.Q.....	129 00	Naud.....	P.Q.....	47 05
Mount Oscar.....	P.Q.....	61 00	Naughton.....	Ont.....	148 31
Mount Robson (opened 1-6-23)	B.C.....	120 00	Naughton Glen.....	Alberta.....	121 00
Mont Rose.....	N.S.....	77 80	Navarre.....	P.Q.....	8 46
Mount Royal.....	P.Q.....	(a)	Nazareth.....	P.Q.....	323 00
Mount St. Louis (closed 17-11-23)	Ont.....	159 17	Nazko.....	B.C.....	33 00
Mountsberg.....	Ont.....	39 40	Nealdale.....	Sask.....	51 12
Mount Stephen.....	Ont.....	61 00	Nedelac.....	P.Q.....	455 05
Mount Thom.....	N.S.....	92 20	Neerlandia.....	Alberta.....	102 87
Mount Tolmie.....	B.C.....	436 20	Neidpath.....	Sask.....	179 52
Mount Vernon.....	Ont.....	133 25	Neigette.....	P.Q.....	24 50
Mount View.....	N.B.....	25 00	Neilburg.....	Sask.....	174 25
Mountville.....	N.B.....	40 00	Nellie Lake.....	Ont.....	115 25
Mount Young.....	N.S.....	20 00	Nelson Reserve.....	N.B.....	47 50
Mouth of Jemseg.....	N.B.....	185 00	Nemegos.....	Ont.....	136 25
Moyerton.....	Alberta.....	90 25	Neola.....	Sask.....	53 10
Mud River.....	B.C.....	143 00	Neosho.....	Sask.....	68 00
Muirhead.....	Alberta.....	3 00	Nerepis Station.....	N.B.....	275 30
Mulga.....	Alberta.....	38 25	Nerissa.....	N.S.....	6 00
Mulhurst.....	Alberta.....	77 00	Nes.....	Man.....	112 25
Mull.....	Ont.....	332 00	Nesbitt Corners (closed 17-10-23)	P.Q.....	Nil
Mull River.....	N.S.....	31 50	Nesto.....	Ont.....	367 10
Mulligan Ferry.....	P.Q.....	22 65	Nestow.....	Alberta.....	148 84
Mullingar.....	Sask.....	270 47	Netherton.....	Sask.....	15 50
Mundleville.....	N.B.....	110 00	Nettly Lake.....	Man.....	30 00
Muniac.....	N.B.....	158 55	Neutral Hills.....	Alberta.....	43 24
Munro.....	Ont.....	216 25	Neutral Valley.....	Alberta.....	23 75
Munroe's Bridge.....	N.S.....	41 65	Nevada Valley.....	N.S.....	110 90
Murchison.....	Man.....	15 00	Neveton.....	Man.....	47 70
Murchyville.....	N.S.....	35 25	Newaygo (summer office).....	P.Q.....	158 00
Murphy.....	Ont.....	31 25	Newbliss.....	Ont.....	139 00
Murphy.....	N.S.....	19 00	New Boston.....	N.S.....	10 00
Murphy Cove.....	N.S.....	240 30	New Bridgen.....	Alberta.....	155 47
Murray.....	N.S.....	78 25	New Brighton.....	B.C.....	80 00
Murraydale.....	Sask.....	48 95	Newbrook.....	Alberta.....	131 69
Murray Road.....	N.B.....	35 00	Newburgh Junction.....	N.B.....	287 21
Murray Valley.....	Alberta.....	32 10	Newburn.....	N.S.....	80 80
Musgraves Landing (opened 1-8-23).....	B.C.....	80 16	New Canaan.....	Ont.....	116 00
Muskoka Assembly (Summer office).....	Ont.....	161 00	New Canada.....	N.S.....	120 05
Muskoka Falls.....	Ont.....	154 00	New Carlisle West.....	P.Q.....	231 00
Musclow.....	Ont.....	57 13	New Carlow.....	Ont.....	121 00
Muscow.....	Sask.....	190 50	Newcastle Bridge.....	N.B.....	481 96
Mushaboom.....	N.S.....	174 25	Newcastle Centre.....	N.B.....	16 50
Musidora.....	Alberta.....	70 87	New Chester.....	N.S.....	56 30
Musquash.....	N.B.....	433 21	Newcomb.....	N.S.....	93 75
Mussel.....	Alberta.....	25 00	Newcomb Corner.....	N.S.....	65 00
Musselyville.....	P.Q.....	69 75	New Cornwall.....	N.S.....	112 00
Mutrie.....	Sask.....	59 00	New Cumberland.....	N.S.....	64 00
Mutton Bay.....	P.Q.....	42 19	New Denmark.....	N.B.....	77 66
Myer's Cave.....	Ont.....	47 50	New Edinburgh.....	N.S.....	185 00
Myer's Point.....	N.S.....	6 00	Newellton.....	N.S.....	288 00
Myleen.....	Alberta.....	41 80	New Elm.....	N.S.....	14 30
Myncaster.....	B.C.....	49 34	Newfield.....	Ont.....	25 11
Myrtle.....	Ont.....	245 40	New Flos.....	Ont.....	69 00
Mystic.....	P.Q.....	365 05	New Grafton.....	N.S.....	212 00
Nass Harbour.....	B.C.....	118 00	New Harris.....	N.S.....	16 00
Nadeau.....	N.B.....	21 88	New Harris Forks.....	N.S.....	56 00
Nadu River (closed 30-9-23)	B.C.....	16 75	New Haven.....	N.S.....	126 25
			New Hill.....	Alberta.....	52 00
			Newholm.....	Ont.....	74 23
			New Horton.....	N.B.....	70 00

(a) For revenue see under Montreal Sub-Offices.

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
New Ireland.....	P.Q.	40 00	North Earltown.....	N.S.	20 75
New Jersey.....	N.B.	102 00	North East Mabou.....	N.S.	10 00
New Jerusalem.....	N.B.	142 05	North East Margaree.....	N.S.	253 65
Newlands.....	Sask.	28 00	North East Point.....	N.S.	17 28
New Lindsay.....	Alberta..	86 25	North Esk Boom.....	N.B.	36 00
New Lunnun.....	Alberta..	32 00	Northern Valley.....	Alberta..	100 00
New Osgoode.....	Sask.	150 00	Northfield.....	N.B.	15 00
Newport.....	Ont.	39 00	Northfield (Lunenburg).....	N.S.	118 00
Newport.....	P.Q.	361 00	Northfield (Queens).....	N.S.	58 00
Newport Corner.....	N.S.	148 55	North Fork.....	Alberta..	70 85
Newport, Lot 54.....	P.E.I.	52 50	North Framboise.....	N.S.	31 00
Newport Station.....	N.S.	415 50	North Gabriola.....	B.C.	55 00
New Prospect.....	N.S.	8 15	North Galiano (late Retreat Cove, 1-9-23).....	B.C.	82 00
New Rockland.....	P.Q.	59 10	North Grant.....	N.S.	25 00
New Ross Road.....	N.S.	62 55	North Greenville.....	N.S.	94 05
New Russell.....	N.S.	49 00	North Gut, St. Ann's.....	N.S.	34 00
New Salem.....	N.S.	75 16	North Harbour Cape North.....	N.S.	14 00
New Sarum.....	Ont.	39 47	North Highlands.....	N.S.	11 00
New Scotland.....	N.B.	34 00	North Intervale.....	N.S.	56 30
Newton Heights.....	N.B.	147 00	North Keppel.....	Ont.	171 75
Newton Mills.....	N.S.	246 00	North Kingston.....	N.S.	72 15
Newton Siding.....	Man.	274 50	North Lake.....	N.B.	102 00
Newtonville.....	N.S.	33 25	Northleigh.....	Alberta..	45 00
New Town.....	N.S.	115 50	North Low.....	P.Q.	99 00
New Town.....	N.B.	297 00	North Malden.....	Ont.	233 00
Newtown Cross.....	P.E.I.	142 05	North Meiklefield.....	N.S.	22 05
New Tusket.....	N.S.	265 90	North Middleboro.....	N.S.	33 00
New Victoria.....	N.S.	310 00	Northminster.....	Sask.	24 55
Newville.....	N.S.	200 50	North Mountain.....	N.S.	72 00
New Yarmouth.....	N.S.	16 00	North Noel Road.....	N.S.	166 25
Nichabau.....	P.Q.	79 00	North Ogden.....	N.S.	51 50
Nichol.....	B.C.	123 40	North Port.....	Ont.	195 50
Nickelton.....	Ont.	782 00	North Range Corner.....	N.S.	365 70
Nictau.....	N.B.	79 65	North Renous.....	N.B.	51 22
Nictaux South.....	N.S.	6 00	North River.....	P.E.I.	105 30
Nictaux West.....	N.S.	158 50	North River.....	N.S.	137 50
Nigado.....	N.B.	162 65	North River Bridge.....	N.S.	222 25
Nilrem (re-opened 1-4-24).....	Alberta..	15 00	North River Centre.....	N.S.	51 00
Nine Mile Creek.....	P.E.I.	58 25	North Riverside.....	N.S.	40 25
Nine Mile River.....	N.S.	417 55	North Rustico.....	P.E.I.	138 75
Ninevah.....	N.S.	45 00	North Séguin.....	Ont.	124 04
Niobe.....	Alberta..	20 00	North Shore.....	N.S.	70 03
Nipissing Junction.....	Ont.	129 20	Northside.....	Sask.	42 00
Nisbet.....	Alberta..	40 00	North Star (closed 31-5-23).....	Man.	Nil
Niton.....	Alberta..	178 57	North Transcona.....	Man.	41 00
Niwene (summer office).....	Ont.	109 00	North Vermilion.....	Alberta..	79 00
Nixon.....	Ont.	294 60	North View.....	N.B.	65 00
Nobleville.....	Sask.	36 00	North Wallace.....	N.S.	28 00
Noel Road.....	N.S.	153 00	North West.....	N.S.	70 00
Noel Shore.....	N.S.	145 45	North West Arm.....	N.S.	66 50
Nogies Creek.....	Ont.	163 55	North West Bridge.....	N.B.	318 65
Nolalu.....	Ont.	416 15	North West Cove.....	N.S.	93 00
Nolin.....	Sask.	131 10	North West Harbour.....	N.S.	59 20
Nora.....	Sask.	166 00	North Whitton.....	P.Q.	22 00
Noral.....	Alberta..	53 00	North Winchester.....	Ont.	50 40
Nootka.....	B.C.	269 89	North Wolfstown.....	P.Q.	16 00
Nordin.....	N.B.	113 00	Norton (late Gros Ventre, 1-3-23).....	Alberta..	98 05
Norembega.....	Ont.	295 01	Norton Dale.....	N.B.	30 00
Norge.....	Sask.	42 00	Norval Station.....	Ont.	144 00
Norham.....	Ont.	261 02	Norway Bay (summer office).....	P.Q.	306 75
Normandale.....	Ont.	269 30	Norway House.....	Man.	413 31
Normandeau.....	Alberta..	13 50	Norway Valley.....	Alberta..	73 85
Normanhurst (opened 21-5-23).....	Ont.	72 50	Norwood.....	N.S.	70 35
Normandie.....	N.B.	21 00	Nosbonsing.....	Ont.	58 30
North Ainslie.....	N.S.	20 40	Notre-Dame.....	N.B.	415 95
North Alton.....	N.S.	54 00	Notre-Dame de L'Isle Verte.....	P.Q.	157 70
North Bloomfield.....	N.S.	21 50	Notre-Dame de la Merci.....	P.Q.	111 52
North Bonaparte.....	B.C.	25 50	Notre-Dame des Quinze.....	P.Q.	68 00
North Branch.....	Ont.	78 60	Notre-Dame du Pont Main.....	P.Q.	151 25
North Bulkley.....	B.C.	119 95	Noyes Crossing.....	Alberta..	28 70
North Buxton.....	Ont.	287 80			
Northcote.....	Ont.	146 00			

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Nugent	Alberta.	126 60	Orangerdale East.....	N.S.	38 22
Nunebor	Sask.	72 90	Oranmore.....	Ont.	44 70
Nut Lake.....	Sask.	106 75	Orbindale.....	Alberta...	5 25
Nuttyby.....	N.S.	35 00	Orchard Beach (summer		
Nyanza.....	N.S.	241 77	office).....	Ont.	200 00
Oak Bay.....	N.B.	285 00	Ordale (re-opened 1-4-23).....	Sask.	38 70
Oak Bay Mills.....	P.Q.	249 85	Orford Lake (summer office).....	P.Q.	122 00
Oak Bluff.....	Man.	142 97	Orford Bay.....	B.C.	492 00
Oakfield.....	N.S.	143 00	Orient Bay (summer office).....	Ont.	106 91
Oak Hammock.....	Man.	29 00	Orland.....	Ont.	186 00
Oak Hill.....	N.B.	100 35	Orlo (summer office).....	P.Q.	56 00
Oakhurst.....	Man.	63 20	Ormsby.....	Ont.	233 55
Oak Lake.....	Ont.	38 50	Ormside.....	Sask.	23 05
Oakland.....	N.S.	59 00	Orpington.....	Sask.	107 00
Oakner.....	Man.	340 66	Orr Lake.....	Ont.	82 60
Oaknook.....	Man.	12 00	Orton.....	Alberta...	70 00
Oak Park.....	N.S.	70 85	Ortonville.....	N.B.	130 00
Oak Ridges.....	Ont.	272 28	Orvilton.....	Alberta...	17 50
Oakview.....	Man.	53 80	Orwell Cove.....	P.E.I.	208 50
Oakview Beach, (late O'Sulli-			Osaca.....	Ont.	180 71
van).....	Ont.	205 00	Osagan (opened 15-8-23).....	Ont.	474 21
Outfield.....	Man.	125 38	Osborne.....	Man.	222 00
Oban.....	N.S.	22 50	Oskelaneo.....	P.Q.	365 43
Oban Station.....	Sask.	162 25	Osborne Harbour.....	N.S.	159 00
Obed.....	Alberta...	120 60	Osyoos.....	B.C.	239 75
Oceanic.....	B.C.	82 00	Oso Station.....	Ont.	184 75
Ocean Park.....	B.C.	227 43	Osprings.....	Ont.	148 00
Ocean View.....	P.E.I.	108 68	Osland.....	B.C.	83 50
Ochiltree.....	B.C.	60 00	Ostersund.....	Ont.	169 00
O'Connell.....	Ont.	107 50	Ostrander.....	Ont.	281 73
Oconto.....	Ont.	102 00	Ostrea Lake.....	N.S.	206 75
Odanak.....	P.Q.	334 22	Oswald.....	Man.	41 00
Odell River.....	N.B.	140 00	Otis.....	P.Q.	102 50
Odin.....	N.S.	18 00	Ottawa Bayswater.....	Ont.	
O'Farrell.....	P.Q.	78 40	Ottawa Sub-Office No. 3.....	Ont.	
Ogden.....	N.S.	35 00	Ottawa Sub-Office No. 7		
Ogilvie (closed 30-6-23).....	N.S.	4 00	(opened 7-4-23).....	Ont.	(a)
Ogilvie Station.....	Man.	191 00	Ottawa Sub-Office No. 16		
Ohio.....	N.S.	34 00	(opened 12-1-24).....	Ont.	
*Ohio Du Barrachois (opened			Ottawa Sub-Office No. 17.....	Ont.	
1-3-24).....	N.B.	6 00	Ottawa Sub-Office No. 18		
Ojibway.....	Ont.	304 50	Ottawa Brook.....	N.S.	238 00
Ojibway Island (summer			Otter Brook.....	N.S.	130 25
office).....	Ont.	513 10	Otterburn Park (summer		
Okanagan.....	B.C.	6 50	office).....	P.Q.	121 00
Okla (opened 14-5-23).....	Sask.	266 01	Otter Creek.....	Ont.	29 00
Okno.....	Man.	39 95	Otto.....	Man.	57 75
Olalla.....	B.C.	56 75	Otty Glen.....	N.B.	66 45
Old Chelsea.....	P.Q.	79 00	Ouellette.....	Ont.	149 50
Old Fort Bay.....	P.Q.	20 18	Ouelletteville(closed 30-2-24).....	Alberta...	30 51
Old Harry.....	P.Q.	70 00	Quimet.....	Ont.	281 00
Old Kildonan.....	Man.	464 00	Outer Island of Port Hood		
Old Lake Road.....	P.Q.	255 40	(summer office).....	N.S.	4 00
Old Wives.....	Sask.	65 85	Outlet.....	Ont.	38 20
Olga.....	Sask.	33 05	Outram.....	N.S.	45 01
Olha.....	Man.	113 00	Overland.....	Sask.	96 25
Oliphant.....	Ont.	192 00	Overton (opened 1-5-23).....	Man.	66 85
Olscamp.....	P.Q.	150 65	O-Wa-Kon-Ze (summer		
O'Malley.....	Sask.	87 50	office).....	Ont.	70 00
Omer.....	P.Q.	35 13	Owenbrook.....	Ont.	40 75
O'Neil.....	N.B.	15 00	Owlseye Lake.....	Alberta...	159 25
Onefour.....	Alberta...	51 00	Owls Head Harbour.....	N.S.	228 75
100 Mile House.....	B.C.	202 00	Oxarat.....	Sask.	24 50
Onslow Corners.....	P.Q.	232 45	Oxbow.....	N.B.	121 57
Onslow Mountain.....	N.S.	25 00	Oxenden.....	Ont.	129 05
Oolahwan (summer office).....	P.Q.	92 00	Oxford Centre.....	Ont.	107 15
Ootsa Lake.....	B.C.	152 35	Oxville.....	Alberta...	67 00
Ophir.....	Ont.	115 75	Ozerna.....	Man.	15 48
			Oyster Bed Bridge.....	P.E.I.	199 50
			Oyster Ponds.....	N.S.	140 00

*Credit for new office not yet opened.

(a) For Revenue, see under Ottawa Sub-Offices

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Pabos Mills.....	P.Q.....	154 50	Pekisko.....	Alberta...	220 70
Pacific Junction.....	Man.....	60 50	Pelican Rapids.....	Man.....	44 85
Packington.....	P.Q.....	167 50	Pellatt.....	Ont.....	65 00
Paddle River.....	Alberta...	51 04	Pellerin (closed 1-5-23).....	P.Q.....	Nil
Paddling Lake.....	Sask.....	97 00	Pelletier Mills.....	N.B.....	260 75
Padstow.....	Alberta...	31 85	Pelletier Station.....	P.Q.....	43 25
Painchaud.....	P.Q.....	75 00	Pelly.....	Yukon...	201 98
Painsec.....	N.B.....	23 00	Pembroke.....	N.S.....	206 00
Painswick.....	Ont.....	154 10	Pemberton Hill.....	Alberta...	25 50
Paisley Brook.....	Sask.....	88 60	Pemberton Meadows.....	B.C.....	66 39
Pakesley.....	Ont.....	2,149 14	Pemukan.....	Alberta...	210 15
Palling.....	B.C.....	129 18	Pendant d'Oreille.....	Alberta...	95 50
Palmarol (opened 6-3-24).....	P.Q.....	15 00	Pendennis.....	Man.....	69 67
Palm Bay.....	Alberta...	24 50	Pendryl.....	Alberta...	128 60
Palo (opened 1-6-23).....	Sask.....	192 95	Peniac.....	N.B.....	205 25
Pamure.....	Ont.....	104 00	Peninsula.....	Ont.....	189 15
Papineau.....	P.Q.....	33 00	Penkill.....	Sask.....	41 00
Paquette Station.....	Ont.....	201 20	Penlake (summer office).....	Ont.....	304 50
Parame.....	P.Q.....	217 10	Pennant.....	N.S.....	94 30
Parc Lamontagne.....	P.Q.....	66 00	Pennfield Centre.....	N.B.....	32 80
Paré.....	P.Q.....	153 75	Pennoek (closed 31-5-23).....	Sask.....	Nil
Parents.....	N.B.....	121 90	Peno.....	Alberta...	22 00
Paris.....	Yukon...	82 00	Pentz.....	N.S.....	144 00
Park Bluff.....	Sask.....	56 50	Pepper.....	Sask.....	73 10
Park Court.....	Alberta...	35 60	Perbeck.....	Alberta...	48 15
Parkdale.....	Man.....	39 19	Perigord.....	Sask.....	275 00
Parker.....	Ont.....	131 50	Perivale.....	Ont.....	41 00
Parker's Cove.....	N.S.....	188 65	Perkins Point (summer office, opened 5-7-23).....	P.Q.....	35 00
Parker's Ridge.....	N.B.....	180 85	Perley (opened 1-9-23).....	Sask.....	46 39
Parkersville.....	Ont.....	113 36	Perrault.....	Ont.....	46 20
Park Head.....	Ont.....	289 85	Perron.....	P.Q.....	24 25
Parkhouse.....	Ont.....	37 00	Perrott Settlement.....	N.S.....	35 00
Parkin.....	Sask.....	16 00	Perry's Point.....	N.B.....	122 00
Parkindale.....	N.B.....	131 00	Petawawa Camp Field P.O. (re-opened 28-5-23).....	Ont.....	
Parkinson.....	Ont.....	92 00	Perthuis.....	P.Q.....	110 25
Parr (closed 30-9-23).....	Alberta...	00 85	Peterbell.....	Ont.....	19 00
Parrsboro' Shore.....	N.S.....	119 00	Peters.....	N.B.....	58 25
Parson.....	B.C.....	152 00	Peter's Brook.....	N.S.....	24 00
Parvella.....	Alberta...	51 96	Peter's Mills.....	N.B.....	44 80
Pashley.....	Alberta...	174 00	Peterson.....	Sask.....	359 41
Passekeag.....	N.B.....	149 00	Peterson's Corners.....	Ont.....	50 25
Passmore.....	B.C.....	193 53	Petersville.....	N.B.....	104 46
Pasteur.....	P.Q.....	33 75	Petite Anse.....	P.Q.....	85 00
Paterson.....	B.C.....	52 00	Petit Bécancour.....	P.Q.....	35 00
Pathfinder.....	Alberta...	28 50	Petites Bergeronnes.....	P.Q.....	66 60
Patience.....	Alberta...	47 38	Petit Bonaventure.....	P.Q.....	188 40
Patriot.....	Sask.....	18 00	Petit Cap.....	P.Q.....	161 75
Patton.....	Ont.....	67 75	Petits Capucins.....	P.Q.....	150 01
Paudash.....	Ont.....	52 75	Petit Carleton.....	P.Q.....	56 31
Paugh Lake.....	Ont.....	38 25	Petit Caspasia Nord.....	P.Q.....	20 00
Pauls Corners.....	Alberta...	29 00	Petit Lac.....	P.Q.....	58 90
Paulson.....	B.C.....	123 92	Petite Chockpish.....	N.B.....	50 87
Pavilion.....	B.C.....	204 10	Petite Lamèque.....	N.B.....	81 00
Paxson.....	Alberta...	17 00	Petite Magdeleine.....	P.Q.....	302 44
Paxton Valley.....	B.C.....	59 95	Petite Mascouche.....	P.Q.....	20 00
Pearce.....	Alberta...	246 38	Petits Méchins.....	P.Q.....	160 00
Pearceley.....	Ont.....	39 20	Petit Métis Station.....	P.Q.....	90 40
Pearl.....	N.B.....	46 80	Petit Moulin.....	P.Q.....	80 00
Pearsonville (closed 30-9-23).....	N.B.....	14 00	Petit Paquetville.....	N.B.....	71 00
Peas Brook.....	N.S.....	69 00	Petit Pré Est.....	P.Q.....	51 30
Peat.....	Alberta...	24 50	Petite Rivière au Renard.....	P.Q.....	128 42
Peavine.....	Alberta...	93 25	Petite Rivière aux Sables.....	P.Q.....	132 00
Peebechill (closed 31-5-23).....	Sask.....	Nil	Petit Saguenay.....	P.Q.....	244 17
Pebble Beach.....	Man.....	24 41	Petit Tourelle (re-opened 4-2-24).....	P.Q.....	30 00
Pebbles.....	Sask.....	200 70	Petite Vallée.....	P.Q.....	165 13
Peel.....	N.B.....	232 50	Petpeswick Harbour.....	N.S.....	88 00
Peerless.....	Alberta...	26 00	Petrel (re-opened 1-3-24).....	Man.....	15 00
Peers.....	Alberta...	506 77	Petrofka (re-opened 1-3-24).....	Sask.....	57 32
Peesane.....	Sask.....	545 43	Pettigrew Settlement.....	N.S.....	43 35
Pegasus.....	Sask.....	48 95			
Peguis.....	Man.....	63 00			
Peggy's Cove.....	N.S.....	60 00			

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Philemon.....	P.Q.....	35 00	Pleasant Valley, Antigonish..	N.S.....	56 00
Philibert.....	P.Q.....	9 50	Plesant View.....	Alberta...	71 07
Philips Harbour.....	N.S.....	92 05	Pleasant Villa.....	N.B.....	46 00
Phoenix (opened 1-11-23).....	Alberta...	329 50	Pleasantville.....	N.S.....	351 00
Piché.....	Sask.....	63 30	Pleasington.....	Alberta...	27 00
Pickerel.....	Ont.....	1,215 99	Plessis.....	Sask.....	40 00
Pickerel Lake.....	Ont.....	54 70	Plouffe Landing.....	P.Q.....	46 00
Pictou Island.....	N.S.....	107 00	Plourd.....	N.B.....	93 00
Pidgeon.....	P.Q.....	26 10	Plum Hollow.....	Ont.....	174 92
Pied de la Montagne.....	P.Q.....	35 50	Plummer.....	Ont.....	153 65
Pied du Lac.....	P.Q.....	401 60	Plymouth.....	N.S.....	140 95
Piedmont.....	P.Q.....	217 20	Plympton Station.....	N.S.....	76 50
Piedmont Valley.....	N.S.....	114 25	Pocahontas.....	Alberta...	326 10
Piercemont.....	N.B.....	77 50	Pogamasing (opened 24-3-24).....	Ont.....	23 00
Pierston (closed 30-6-23).....	N.B.....	Nil	Pohenagamooke.....	P.Q.....	104 00
Pigeon Bluff.....	Man.....	42 25	Poc.....	Alberta...	128 35
Pigeon Hill.....	N.B.....	107 00	Point Aconi.....	N.S.....	24 00
Pigeon Lake.....	Man.....	186 75	Point Alexander.....	Ont.....	255 00
Pigou River (winter office).....	P.Q.....	25 13	Point-à-Niveau.....	P.Q.....	90 40
Pike Bay.....	Ont.....	62 00	Point au Car.....	N.B.....	30 00
Pike Lake.....	Sask.....	161 56	Point Carré.....	P.Q.....	36 00
Pikes Peak (closed 30-9-23).....	Sask.....	5 00	Point Comfort.....	P.Q.....	132 00
Pikwitonei.....	Man.....	272 75	Point Cowan.....	B.C.....	6 69
Pilger (tem. closed 15-8-23).....	Sask.....	33 60	Point Cross.....	N.S.....	155 60
Pinantan.....	B.C.....	61 45	Point Edward.....	N.S.....	117 25
Pinard.....	P.Q.....	167 25	Point Escuminae.....	N.B.....	29 17
Pincebec.....	P.Q.....	160 00	Point Gardiner.....	N.B.....	22 00
Pineau.....	N.B.....	75 50	Point la Nim.....	N.B.....	45 50
Pine Creek Station.....	Man.....	199 61	Point Michaud.....	N.S.....	33 00
Pine Grove.....	Ont.....	143 25	Point Pelee.....	Ont.....	42 15
Pine Grove.....	N.S.....	33 00	Point of Cape.....	N.S.....	17 00
Pine Hill.....	P.Q.....	13 00	Point Platon.....	P.Q.....	50 00
Pinehurst.....	N.S.....	238 00	Point Sapin.....	N.B.....	138 50
Pinelands.....	Ont.....	468 00	Pointe Sapin Centre.....	N.B.....	72 50
Pine Ridge.....	N.B.....	59 21	Point Wolfe.....	N.B.....	159 30
Pine Ridge.....	Man.....	94 25	Pointe à la Frégate.....	P.Q.....	138 24
Pine River.....	Man.....	916 75	Pointe à la Garde.....	P.Q.....	134 50
Pine Tree.....	N.S.....	32 00	Pointe au Baril (summer office).....	Ont.....	425 90
Pinevale.....	N.S.....	15 00	Pointe au Baril Station (opened 3-12-23).....	Ont.....	75 00
Pine View.....	Man.....	55 00	Pointe au Boisvert.....	P.Q.....	65 00
Pineville.....	N.B.....	53 50	Pointe au Bouleau.....	P.Q.....	97 25
Pingston Creek (closed 31-12- 23).....	B.C.....	20 30	Pointe au Gémon.....	P.Q.....	107 09
Pinguet.....	P.Q.....	26 00	Pointe aux Anglais.....	P.Q.....	41 00
Pinkney's Point.....	N.S.....	133 25	Pointe aux Orignaux.....	P.Q.....	68 05
Pinto.....	Sask.....	77 60	Pointe aux Outardes.....	P.Q.....	40 00
Piper Glen.....	N.S.....	8 00	Pointe aux Trembles Ouest.....	P.Q.....	83 00
Piper's Cove.....	N.S.....	40 75	Pointe Bleue.....	P.Q.....	287 50
Pirmez Creek.....	Alberta...	29 25	Pointe Bourque.....	P.Q.....	91 50
Pitcher's Farm.....	N.S.....	35 50	Pointe Canot.....	N.B.....	49 00
Pitman.....	Sask.....	135 83	Pointe Chambord.....	P.Q.....	24 00
Piusville.....	P.E.I.....	663 72	Pointes des Monts.....	P.Q.....	30 00
Plainfield.....	Ont.....	155 72	Pointes des Roches.....	P.Q.....	62 55
Plain Lake.....	Alberta...	15 80	Pointe du Chêne.....	N.B.....	353 20
Plain View.....	Sask.....	50 60	Pointe au Loup.....	P.Q.....	26 00
Plaister Mines.....	N.S.....	32 00	Pointe Jaune.....	P.Q.....	85 15
Plateau.....	N.S.....	147 65	Pointe Rivière du Loup (sum- mer office).....	P.Q.....	607 00
Platinum.....	Ont.....	20 00	Pointe Ste. Anne des Monts.....	P.Q.....	202 00
Pleasant Bay.....	N.S.....	148 00	Poirier.....	N.B.....	23 25
Pleasantfield.....	N.S.....	46 95	Poirierville.....	N.S.....	132 75
Pleasant Harbour.....	N.S.....	174 00	Pokesudi.....	N.B.....	21 00
Pleasant Hills.....	N.S.....	64 00	Poland.....	Ont.....	172 50
Pleasant Home.....	Man.....	76 45	Poliquin.....	P.Q.....	53 00
Pleasant Lake.....	N.S.....	101 00	Pollett River.....	N.B.....	261 65
Pleasant Mount (closed 6-9- 23).....	N.B.....	2 00	Polleyhurst.....	N.B.....	62 80
Pleasant Point.....	N.S.....	170 33	Polonia.....	Man.....	34 70
Pleasant Point.....	N.B.....	88 00	Polwarth.....	Sask.....	189 55
Pleasant Point (summer office).....	Ont.....	295 00	Pomeroy.....	Man.....	6 00
Pleasant River.....	N.S.....	317 41	Pomquet Station.....	N.S.....	201 05
Pleasant Valley.....	Sask.....	302 40	Ponasse Lake.....	Sask.....	42 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Poncet, (late Ogamikan 1-9-23).....	Ont.....	71 00	Port Royal.....	N.S.....	99 10
Poncheville.....	P.Q.....	62 73	Port Ryerse (summer office).....	Ont.....	120 00
Pond Inlet.....	N.W.T.....		Port Sandfield.....	Ont.....	350 55
Pondville.....	N.S.....	57 00	Port Saxon.....	N.S.....	121 50
Pont de la Noreau.....	P.Q.....	134 82	Port Severn.....	Ont.....	419 00
Pontrilas.....	Sask.....	91 45	Port Shoreham.....	N.S.....	165 50
Pont du Milieu, (late Middle Bridge 12-4-23).....	N.B.....	84 00	Portuguese Cove.....	N.S.....	58 65
Pont Viau.....	P.Q.....	202 00	Port Union.....	Ont.....	99 90
Poole.....	Ont.....	358 09	Potter.....	Ont.....	212 95
Pope's Harbour.....	N.S.....	200 00	Potton Springs.....	P.Q.....	128 50
Poplar Creek.....	B.C.....	44 36	Potvin.....	P.Q.....	65 75
Poplar Dale.....	Ont.....	62 80	Poulamon.....	N.S.....	389 00
Poplar Grove.....	Sask.....	76 20	Poularies (opened 11-8-23).....	P.Q.....	57 75
Poplar Park.....	Man.....	60 90	Poulin.....	P.Q.....	36 39
Porcupine.....	Ont.....	128 00	Poupore.....	P.Q.....	47 00
Portage.....	Ont.....	297 10	Power.....	P.Q.....	60 00
Portage de la Nation.....	P.Q.....	48 00	Power's Creek.....	N.B.....	69 00
Portage du Cap.....	P.Q.....	30 00	Prairie Grove.....	Man.....	63 50
Portage du Lac.....	N.B.....	45 50	Prairie Siding.....	Ont.....	199 00
Portage East Bay.....	N.S.....	39 00	Pratt.....	Man.....	466 92
Portage Griffon.....	P.Q.....	18 00	Précieux Sang.....	P.Q.....	218 55
Portage River.....	N.B.....	90 00	Pré d'en haut.....	N.B.....	121 38
Port Anson.....	Ont.....	81 43	Prémont.....	P.Q.....	182 00
Portapique.....	N.S.....	126 00	Preneveau.....	Ont.....	Nil
Portapique Mountain.....	N.S.....	56 25	Piesqu'Isle.....	Ont.....	37 00
Port Arthur, Sub-Office No. 4.....	Ont.....	(a)	Presqu'Isle Point (summer office).....	Ont.....	225 00
Port Arthur, Sub-Office No. 5.....	Ont.....	(a)	Pré Ste Marie.....	Sask.....	93 50
Port au Persil.....	P.Q.....	187 00	Preston.....	N.S.....	32 00
Port au Saumon.....	P.Q.....	70 00	Preston Road.....	N.S.....	111 00
Port aux Quilles.....	P.Q.....	92 00	Prestville.....	Alberta.....	212 80
Port Ban.....	N.S.....	13 00	Pretty Valley.....	Sask.....	228 70
Port Bevis.....	N.S.....	40 00	Prével.....	P.Q.....	307 80
Port Bickerton.....	N.S.....	219 00	Prevost (opened 9-7-23).....	P.Q.....	124 00
Port Bowmanville (summer office).....	Ont.....	45 00	Price Settlement.....	N.B.....	66 00
Port Caledonia.....	N.S.....	119 75	Primeauville.....	P.Q.....	555 00
Port Carmen.....	Ont.....	87 14	Primula.....	Alberta.....	28 80
Port Coldwell.....	Ont.....	321 30	Prince Albert.....	Ont.....	313 60
Port Crawford.....	B.C.....	204 14	Prince Albert.....	N.S.....	30 25
Port Cunningham.....	Ont.....	316 65	Prince Dale.....	N.S.....	58 02
Port Daniel West.....	P.Q.....	321 90	Prince of Wales.....	N.B.....	63 00
Port Dufferin West.....	N.S.....	51 00	Prince's Lodge.....	N.S.....	182 55
Porteau.....	B.C.....	134 22	Princeville.....	N.S.....	60 38
Port Edward.....	B.C.....	5 00	Privett.....	N.S.....	20 00
Porter Cove Road.....	N.B.....	43 50	Product.....	Sask.....	69 25
Porter Landing.....	B.C.....	30 00	Prongua.....	Sask.....	283 00
Porter's.....	N.B.....	45 50	Prospect.....	Ont.....	126 60
Porter's Lake.....	N.S.....	127 75	Prospect Lake (opened 1-6-23).....	B.C.....	111 83
Porterville.....	Ont.....	243 00	Prospect Valley.....	Alberta.....	40 00
Port Felix.....	N.S.....	152 50	Prosper.....	Alberta.....	81 65
Port Felix East.....	N.S.....	122 25	Prosser Brook.....	N.B.....	55 00
Port Franks.....	Ont.....	117 89	Provincial Cannery (summer office).....	B.C.....	175 00
Port Granby.....	Ont.....	85 95	Pruden.....	Alberta.....	4 50
Port Hill.....	P.E.I.....	266 12	Public Landing.....	N.B.....	112 59
Port Hillford.....	N.S.....	175 98	Pubnico Beach.....	N.S.....	59 00
Port Joli.....	N.S.....	321 50	Puellerling.....	N.B.....	8 00
Port Keewaydin (summer office).....	Ont.....	220 00	Puffer.....	Alberta.....	163 05
Port Lewis (summer office).....	P.Q.....	41 50	Pugwash River.....	N.S.....	42 50
Port Lock.....	Ont.....	192 25	Punchaw, (opened 1-1-24).....	B.C.....	22 50
Port Loring.....	Ont.....	305 20	Purbrook.....	Ont.....	42 25
Port Malcolm.....	N.S.....	101 25	Purdy.....	Ont.....	22 75
Port Neville.....	B.C.....	348 96	Purbrook.....	N.S.....	56 00
Porto Rico.....	B.C.....	304 40	Purple Ridge.....	Man.....	10 00
Port Progress.....	B.C.....	89 75	Purpleville.....	Ont.....	43 00
Portree.....	N.S.....	18 36	Putnam.....	Ont.....	281 95
Port Renfrew.....	B.C.....	430 30	Quaco Road.....	N.B.....	18 00
Port Richmond.....	N.S.....	60 00	Quadeville.....	Ont.....	159 00
			Quantock.....	Sask.....	181 00

(a) For revenue see under Port Arthur Sub-Offices.

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Quarrel.....	Alberta...	63 52	Raymond.....	Ont.....	134 35
Quarries.....	Ont.....	52 00	Read Island.....	B.C.....	79 55
Quarry St. Ann's.....	N.S.....	59 25	Rear Big Hill.....	N.S.....	17 00
Quartz.....	Ont.....	123 00	Rear Big Pond.....	N.S.....	9 00
Quatre Coins.....	N.B.....	102 00	Rear Boisdale.....	N.S.....	23 00
Quebec Sub-Office No. 3.....	P.Q.....	(a)	Rear Cristmas Island.....	N.S.....	23 00
Quebec, Stadacona.....	P.Q.....	(a)	Rear Dunvegan.....	N.S.....	8 20
Queensland.....	N.S.....	110 00	Rear Georgeville.....	N.S.....	20 00
Queenstown.....	Alberta...	178 35	Rear Judique Chapel.....	N.S.....	14 00
Queens' Valley.....	Man.....	52 60	Rear Judique South.....	N.S.....	19 00
Queensville.....	N.S.....	76 00	Rear of Baddeck Bay.....	N.S.....	26 00
Querry.....	P.Q.....	52 50	Rear of Ball's Creek.....	N.S.....	19 40
Quibell.....	Ont.....	413 50	Rear of Black River.....	N.S.....	10 50
Quick Station.....	B.C.....	166 64	Rear of East Bay.....	N.S.....	15 00
Quill Plain.....	Sask.....	48 50	Rear of Little Judique.....	N.S.....	40 00
Quimper.....	Sask.....	41 77	Rearville.....	Alberta...	77 30
Quinnville.....	P.Q.....	54 50	Reay.....	Ont.....	52 03
Quispamsis.....	N.B.....	89 75	Redan.....	Ont.....	20 50
			Red Bay.....	Ont.....	41 00
Rackham.....	Man.....	211 98	Redberry.....	Sask.....	90 12
Racine Mills (closed 1-11-23).....	P.Q.....	Nil	Red Cross.....	Sask.....	70 00
Racing Lake (closed 30-4-23).....	Sask.....	Nil	Red Head.....	N.B.....	64 70
Radford.....	Yukon.....	55 00	Redfield.....	Sask.....	14 00
Radium Hot Springs.....	B.C.....	260 76	Red Jacket.....	Sask.....	196 75
Raft River.....	B.C.....	98 75	Red Islands.....	N.S.....	49 20
Raglan.....	Ont.....	280 87	Red Lake.....	B.C.....	56 50
Rainbault.....	P.Q.....	61 80	Red Lodge.....	Alberta...	64 75
Rainbow.....	Alberta...	19 50	Red Mill.....	P.Q.....	70 79
Rainier.....	Alberta...	455 00	Redmond.....	P.Q.....	7 00
Rainton.....	Sask.....	131 15	Redmondville.....	N.B.....	56 55
Rainville.....	P.Q.....	43 00	Redonda Bay.....	B.C.....	373 73
Rail.....	P.Q.....	30 00	Red Pheasant.....	Sask.....	95 50
Raith.....	Ont.....	453 50	Red Pine.....	N.B.....	90 00
Raley.....	Alberta...	190 15	Red Point (opened 15-8-23).....	N.S.....	16 00
Ralph Station.....	Sask.....	180 30	Red Rapids.....	N.B.....	143 75
Rama Road.....	Ont.....	56 00	Red River.....	N.S.....	67 50
Ranching.....	Alberta...	22 45	Red Rose.....	Man.....	16 00
Ranchville.....	Alberta...	23 00	Red Stone (opened 1-6-23).....	B.C.....	95 84
Rancourt.....	P.Q.....	28 24	Redwater Station.....	Ont.....	162 50
Randolph.....	N.B.....	94 75	Red Wing.....	Ont.....	203 50
Rang Double.....	P.Q.....	24 00	Red Wood.....	Ont.....	184 29
Rangeview.....	Sask.....	17 00	Reed's Point.....	N.B.....	67 50
Rang Ste. Catherine.....	P.Q.....	20 00	Refuge Bay.....	B.C.....	41 25
Rang St. Achille.....	P.Q.....	93 75	Refuge Cove.....	B.C.....	180 79
Rang St. Gabriel.....	P.Q.....	15 00	Regina Sub-Office No 1.....	Sask.....	(a)
Rang St. Paul.....	P.Q.....	17 00	Regina Sub-Office No. 2.....	Sask.....	(a)
Rankin.....	Ont.....	144 15	Reidvale.....	N.S.....	72 60
Rankinville.....	N.S.....	12 00	Reinland.....	Man.....	132 97
Rapdan (closed 30-6-23).....	Sask.....	83 25	Reist (opened 1-8-23).....	Alberta...	27 25
Rapide des Pins.....	P.Q.....	20 50	Reliance.....	Sask.....	130 25
Rapide Dufort.....	P.Q.....	44 00	Rembrandt.....	Man.....	250 30
Rassdon.....	Sask.....	26 05	Remo.....	B.C.....	115 75
Rastad.....	Sask.....	41 00	Renaud's Mills.....	N.B.....	30 00
Rateliffe.....	Sask.....	45 00	Rendez-vous Island (closed 31-8-23).....	B.C.....	34 26
Ratner.....	Sask.....	231 22	Renforth.....	N.B.....	219 00
Raudot.....	P.Q.....	30 00	Renfrew.....	N.S.....	45 00
Rauch Valley (closed 13-5-23).....	B.C.....	Nil	Rennie.....	Man.....	223 51
Raven.....	Alberta...	221 16	Renversy.....	P.Q.....	95 40
Ravenscliffe.....	Ont.....	103 05	Renwer.....	Man.....	386 00
Ravenswood.....	Ont.....	223 75	Rereshill.....	Sask.....	48 00
Ravensworth.....	Ont.....	400 50	Restoule.....	Ont.....	198 73
Ravignan.....	P.Q.....	241 02	Restoule Landing (summer office).....	Ont.....	Nil
Ravine.....	Alberta...	41 10	Rethel.....	B.C.....	80 68
Ravine Bank.....	Sask.....	60 73	Rex.....	Sask.....	49 00
Rawcliffe.....	P.Q.....	36 00	Rexmont.....	B.C.....	127 85
Rawdon.....	N.S.....	262 31	Reynaud.....	Sask.....	52 50
Rawdon Gold Mines.....	N.S.....	153 40	Reykjavik.....	Man.....	23 00
Rayeroff.....	Ont.....	10 05			
Rayleigh Mount.....	B.C.....	74 00			

(a) For revenue see under Quebec Sub-Offices.

(b) For revenue see under Regina Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Reynolds.....	N.S.	63 20	Rivière Gentilly.....	P.Q.	94 75
Reynolds.....	N.B.	44 00	Rivière Jaune.....	P.Q.	319 40
Reynoldscroft.....	N.S.	51 00	Rivière La Fleur.....	P.Q.	81 95
Rheault (opened 12-3-24).....	Ont.	15 00	Rivière la Madeleine.....	P.Q.	521 70
Rhodes.....	N.S.	29 00	Rivière Mailloux.....	P.Q.	505 00
Rhode's Corner.....	N.S.	109 00	Rivière Manie.....	P.Q.	499 88
Ribot.....	P.Q.	44 00	Rivière Matamek (winter office).....	P.Q.	Nil
Richardville.....	N.B.	21 00	Rivière Mattawin.....	P.Q.	45 00
Richard Village.....	N.B.	22 00	Rivière Mekinac.....	P.Q.	202 75
Richer.....	Man.	82 00	Rivière Metgermette Nord.....	P.Q.	187 10
Richfield.....	N.S.	12 55	Rivière Noire.....	P.Q.	90 60
Richibucto Village.....	N.B.	312 00	Rivière Ouelle Junction.....	P.Q.	213 53
Rich Valley (closed 30-9-23).....	Alberta..	10 01	Rivière Paquette.....	P.Q.	207 50
Ricinus.....	Alberta..	58 50	Rivière Paspébiac.....	P.Q.	56 00
Rideau Lake.....	Ont.	6 00	Rivière Port Daniel (opened 6-3-24).....	P.Q.	15 00
Ridgeclough.....	Alberta..	48 85	Rivière St. Jean.....	P.Q.	160 96
Ridgely.....	Man.	86 50	Rivière Ste. Marguerite.....	P.Q.	154 75
Ridge Hill.....	Sask.	50 00	Rivière Verte.....	P.Q.	259 02
Ridgeview.....	Sask.	30 34	Rivulet.....	N.S.	15 05
Ridpath.....	Sask.	182 44	Roach Vale.....	N.S.	46 00
Riel.....	Man.	155 00	Roadene.....	Sask.	40 10
Riga.....	Sask.	6 60	Roanmine.....	Sask.	35 26
Rimouski Ouest.....	P.Q.	203 00	Robb (late Balkan).....	Alberta..	179 85
Rinard (opened 1-3-24).....	Alberta..	23 00	Roberge.....	P.Q.	25 00
Ringleton Firs.....	Sask.	18 00	Roberta.....	N.S.	42 27
Ringwood.....	Ont.	194 00	Robert's Creek.....	B.C.	416 90
Riou.....	P.Q.	35 00	Roberts Island.....	N.S.	23 25
Rising Sun.....	Alberta..	20 00	Robertson.....	N.B.	64 05
Ritchot.....	Man.	12 50	Robertville.....	N.B.	284 00
Riverbow.....	Alberta..	103 32	Roberval Ouest.....	P.Q.	179 20
Rivercourse.....	Alberta..	86 34	Robichaud.....	N.B.	203 00
River Centre.....	N.S.	38 00	Robinhood (opened 1-11-23).....	Sask.	102 25
Riverdale.....	N.S.	72 00	Robins Range.....	B.C.	83 50
River Dennis.....	N.S.	78 00	Robins.....	N.S.	53 00
River Dennis Centre.....	N.S.	67 15	Robinson (opened 1-5-23).....	Alberta..	155 85
River Dennis Road.....	N.S.	57 00	Robinson's Corners.....	N.S.	105 75
Riverfront.....	Sask.	20 00	Robinsonville.....	N.B.	73 00
River Gilbert.....	P.Q.	149 25	Rob Roy.....	Ont.	45 00
River Gilbert Gold Mines.....	P.Q.	43 00	Rochefort.....	Ont.	97 50
River Glade.....	N.B.	363 25	Roche Plaine.....	Sask.	103 00
Riverhead.....	N.S.	45 30	Roche Plate.....	P.Q.	33 00
River Hébert East.....	N.S.	182 00	Rocher de la Chapelle.....	P.Q.	30 00
River Philip.....	N.S.	404 00	Rocher Noir.....	P.Q.	87 00
River Philip Centre.....	N.S.	68 00	Rockcroft.....	Ont.	86 00
River Ryan.....	N.S.	84 50	Rock Dell.....	Sask.	85 10
Riversdale.....	N.S.	224 60	Rock Elm (late Salmon Riv- er, 1-10-23).....	N.S.	46 60
Riverside.....	N.S.	14 00	Rockford.....	Sask.	56 00
Riverside Corner.....	N.S.	68 00	Rockingham Station.....	N.S.	362 50
Rivers Inlet.....	B.C.	393 32	Rockland.....	N.S.	109 00
Riverton.....	Alberta..	31 00	Rockland East.....	Ont.	712 30
Riverview.....	N.B.	12 00	Rockliffe Annex.....	Ont.	16 00
Rivière à Claude.....	P.Q.	141 00	Rockport.....	N.B.	77 00
Rivière à la Martre.....	P.Q.	202 00	Rockville.....	Ont.	48 75
Rivière à l'Ours.....	P.Q.	745 00	Rockway Valley.....	P.Q.	159 50
Rivière au Renaud Ouest (opened 25-9-23).....	P.Q.	100 25	Rockwell Settlement.....	N.S.	105 65
Rivière aux Chiens.....	P.Q.	113 63	Rockwynn (summer office).....	Ont.	25 00
Rivière aux Ecores.....	P.Q.	20 00	Rocky Bay.....	N.S.	32 00
Rivière aux Graines.....	P.Q.	60 00	Rocky Brook.....	N.B.	27 00
Rivière aux Pins.....	P.Q.	77 00	Rocky Gulch.....	N.B.	275 00
Rivière Bonaventure.....	P.Q.	65 25	Rocky Mountain.....	N.S.	38 00
Rivière Castor.....	Alberta..	30 00	Rocky Point.....	P.E.I.	56 49
Rivière des Caches.....	N.B.	227 00	Rocky Rapids.....	Alberta..	54 00
Rivière des Plantes.....	P.Q.	44 00	Rocky Ridge.....	N.S.	13 00
Rivière des Prairies.....	P.Q.	229 50	Rodgers.....	Sask.	104 00
Rivière des Roches.....	P.Q.	154 20	Rodino.....	Alberta..	13 10
Rivière du Milieu.....	P.Q.	81 00	Roe Lake.....	B.C.	69 00
Rivière Famine.....	P.Q.	5 00			
Rivière Gagnon.....	P.Q.	45 00			

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Rofton.....	Man.....	23 77	Rowanton.....	P.Q.....	256 00
Rogerton.....	N.S.....	50 37	Rowena.....	N.B.....	59 50
Rolling Portage.....	Ont.....	189 00	Rowletta.....	Sask.....	239 00
Rollinson.....	Alberta.....	86 60	Roxburgh.....	N.B.....	18 00
Roman Valley.....	N.S.....	45 80	Roxville.....	N.S.....	74 85
Ronan.....	Alberta.....	35 00	Roy.....	B.C.....	308 38
Rondeau.....	Ont.....	80 00	Roy.....	N.B.....	38 00
Rooney.....	P.Q.....	41 52	Royal Muskoka (summer office).....	Ont.....	845 00
Roosville.....	B.C.....	62 90	Royal Park.....	Alberta.....	152 50
Booth Station.....	N.B.....	50 50	Roydale.....	Alberta.....	62 50
Roquemaure (opened 4-10-23)	P.Q.....	60 00	Ruby Creek.....	B.C.....	178 50
Rorketon.....	Man.....	203 88	Ruby Mine.....	Ont.....	30 00
Roros.....	Alberta.....	6 10	Ruisseau Arbour.....	P.Q.....	99 00
Rosa.....	Man.....	64 70	Ruisseau à l'Eau Chaude.....	P.Q.....	60 04
Rosaireville.....	N.B.....	60 50	Ruisseau à Patate.....	P.Q.....	137 00
Rose.....	N.S.....	87 50	Ruisseau à Sem.....	P.Q.....	71 52
Rosebank.....	N.B.....	64 00	Ruisseau des Olives.....	P.Q.....	93 34
Rosebank Station.....	Ont.....	104 25	Ruisseau Le Blanc.....	P.Q.....	253 40
Rosebeg.....	Alberta.....	49 20	Rumpleville.....	P.Q.....	24 60
Roseberry.....	B.C.....	194 30	Runnymede.....	P.Q.....	58 25
Rose Bridge.....	P.Q.....	123 45	Russagornis.....	N.B.....	109 50
Roseburn.....	N.S.....	23 80	Rushton.....	Sask.....	13 00
Rosedale.....	N.S.....	12 00	Rushville.....	Sask.....	6 75
Rosedale (summer office).....	Ont.....	280 00	Russborough.....	Sask.....	80 50
Rosedale Station.....	Alberta.....	580 62	Russeldale.....	Ont.....	313 03
Rosefield (opened 12-12-23).....	Sask.....	23 75	Russellville.....	N.B.....	70 51
Roseglen.....	Alberta.....	66 75	Rustico.....	P.E.I.....	210 10
Rosegrove.....	Ont.....	243 25	Rusticoville.....	P.E.I.....	86 00
Rose Island.....	Ont.....	67 21	Ruth.....	Man.....	101 30
Rose Lake.....	B.C.....	204 60	Rutter.....	Ont.....	309 09
Roselea.....	Alberta.....	20 35	Ryantton (closed 30-4-23).....	Man.....	8 00
Rosemae.....	Sask.....	105 30	Ryanville.....	P.Q.....	22 50
Rosenere.....	P.Q.....	240 85	Ryckman's Corner.....	Ont.....	135 30
Rosenburg.....	Man.....	36 25	Rye.....	Ont.....	65 00
Rosenheim.....	Alberta.....	32 00	Ryerson.....	Sask.....	196 80
Rosenort.....	Man.....	157 25	St. Abdon.....	P.Q.....	60 22
Rosenthal.....	Ont.....	52 10	St. Achille.....	P.Q.....	22 00
Rose Point (summer office).....	Ont.....	Nil	St. Adhemar (opened 22-1-24)	P.Q.....	15 00
Roseray.....	Sask.....	26 00	St. Adolphe.....	Man.....	148 00
Rose Valley.....	Sask.....	205 00	St. Adèle en Bas.....	P.Q.....	440 10
Rosewood.....	Man.....	303 10	St. Agapit Station.....	P.Q.....	443 15
Ross (opened 1-9-23).....	Man.....	39 00	St. Agnès de Charlevoix.....	P.Q.....	122 90
Rossall.....	Sask.....	48 50	St. Agricole.....	P.Q.....	56 05
Rossclair.....	Ont.....	141 50	St. Alexander Station.....	P.Q.....	79 50
Rossduff.....	Sask.....	38 00	St. Alexis Station.....	P.Q.....	160 00
Rosseau Falls.....	Ont.....	22 00	St. Almo.....	N.B.....	78 28
Rosser.....	Man.....	654 98	St. Alphonse de Clare.....	N.S.....	155 00
Ross Ferry.....	N.S.....	139 40	St. Alphonse de Granby.....	P.Q.....	143 00
Rossfield.....	N.S.....	25 00	St. Amable.....	P.Q.....	43 00
Rossington.....	Alberta.....	203 90	St. Amand.....	N.B.....	48 00
Rosslyn Village.....	Ont.....	322 20	St. Amateur.....	N.B.....	61 50
Ross Mount.....	Ont.....	73 20	St. Ambroise.....	Man.....	156 20
Rossway.....	N.S.....	251 30	St. Amédée.....	P.Q.....	87 00
Rostand.....	P.Q.....	42 75	St. André de Madawaska.....	N.B.....	257 55
Rostock.....	Ont.....	166 50	St. André de Shédiac.....	N.B.....	75 25
Rostrevor (summer office).....	Ont.....	104 00	St. André Station.....	P.Q.....	169 50
Rosyth.....	Alberta.....	297 12	St. Andrews.....	Man.....	182 42
Rothbury.....	Sask.....	8 25	St. Andrews Channel.....	N.S.....	15 00
Rothwell.....	N.B.....	189 25	St. Anne de la Pocatière Station.....	P.Q.....	461 00
Rougemont Station.....	P.Q.....	365 70	St. Anne de Kent.....	N.B.....	320 10
Rouge Valley.....	P.Q.....	39 00	St. Anne de Sorel.....	P.Q.....	234 90
Rough Waters.....	N.B.....	83 00	St. Anne de Stukely.....	P.Q.....	105 00
Round Bay.....	N.S.....	62 50	St. Ann's.....	N.S.....	480 50
Round Island.....	N.S.....	34 00	St. Ann's.....	P.E.I.....	41 00
Round Lake.....	Ont.....	39 00	St. Anselme.....	N.B.....	56 00
Rousseau's Mills.....	P.Q.....	69 90	St. Anthony Mine.....	Ont.....	16 15
Route Alfred.....	P.Q.....	38 20	St. Antoine.....	Sask.....	47 00
Routledge.....	Man.....	268 02			
Routhier.....	Ont.....	123 00			
Routhierville.....	P.Q.....	144 00			

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
St. Antoine Abbé.....	P.Q.	586 35	St. Gabriel Station.....	P.Q.	85 50
St. Antoine de Charlevoix.....	P.Q.	48 50	St. Gédéon, Est.....	P.Q.	80 25
St. Antonin.....	P.Q.	371 90	St. George.....	Man.	202 00
Ste. Appolline Station.....	P.Q.	171 70	St. George de Malbay.....	P.Q.	227 85
St. Athanase.....	P.Q.	134 25	St. George's Channel.....	N.S.	61 10
Ste. Augustine.....	N.B.	21 50	St. Gerard des Laurentides.....	P.Q.	157 00
St. Augustin, Saguenay.....	P.Q.	23 20	St. Gilbert.....	P.Q.	234 00
Ste. Barbe.....	P.Q.	222 50	St. Grégoire.....	N.B.	60 00
St. Bazile Station.....	P.Q.	350 00	Ste. Hélène de Chester.....	P.Q.	133 50
St. Benedict.....	Sask.	145 00	Ste. Hélène de la Croix.....	P.Q.	50 00
St. Benoit de Matapédia.....	P.Q.	296 75	St. Hélier.....	P.Q.	81 00
St. Bernard.....	N.S.	126 30	St. Hilaire.....	N.B.	98 21
St. Bruno de Kamouraska.....	P.Q.	295 10	St. Hilaire de Dorset.....	P.Q.	134 75
St. Bruno Station.....	P.Q.	61 92	St. Hilaire du Lac Saint Jean.....	P.Q.	198 00
St. Calixte Nord.....	P.Q.	57 00	St. Hilarion du Lac.....	P.Q.	22 55
St. Camille Station.....	P.Q.	235 34	St. Ignace.....	N.B.	177 08
St. Caissien des Caps.....	P.Q.	22 50	St. Ignace de Loyala.....	P.Q.	147 07
Ste. Catherine River.....	N.S.	69 00	St. Ignace de Quebec.....	P.Q.	17 00
St. Catherine's Bay.....	P.Q.	160 00	St. Irénée-les-Bains.....	P.Q.	306 00
Ste. Catherine Station.....	P.Q.	152 25	St. Isidore de Bellevue.....	Sask.	85 00
St. Charles.....	Man.	147 38	St. Isidore de Gaspé.....	P.Q.	54 50
St. Charles de Montcalm.....	P.Q.	23 52	St. Isidore Junction.....	P.Q.	91 00
St. Charles Nord.....	N.B.	79 00	St. Jean Baptiste.....	N.B.	133 00
St. Chrétien (opened 3-7-23).....	P.Q.	38 47	Ste. Jeanne d'Arc.....	N.B.	294 50
St. Claude Nord.....	P.Q.	147 50	Ste. Jeanne d'Arc de Matane.....	P.Q.	202 80
St. Cléophas.....	P.Q.	110 00	St. Jean Port Joli Station.....	P.Q.	183 00
St. Cléophas de Brandon.....	P.Q.	158 00	St. Jean Station (opened 1-3-24).....	P.Q.	114 00
Ste. Clothilde de Château-guay.....	P.Q.	331 43	St. Jean Sur Lac.....	P.Q.	89 75
St. Columba.....	N.S.	22 30	St. Joachim de Courval.....	P.Q.	125 73
St. Columbin.....	P.Q.	51 00	St. Josaphat.....	P.Q.	136 01
Ste. Croix.....	N.B.	127 10	St. Joseph.....	N.S.	30 00
Ste. Croix Cove.....	N.S.	81 35	St. Joseph.....	Man.	136 80
St. Cyr.....	P.Q.	149 50	St. Joseph de Kamouraska (late Rivière St. Andre, 1-5-23).....	P.Q.	126 00
St. Cyriaque.....	P.Q.	469 83	St. Joseph de Kent.....	N.B.	84 00
St. Cyrille.....	N.B.	33 25	St. Joseph de Madawaska (opened 1-9-23).....	N.B.	22 00
St. Damase de Thetford.....	P.Q.	60 00	St. Joseph de Mekinac.....	P.Q.	152 50
St. Damien.....	N.B.	42 01	St. Joseph du Moine.....	N.S.	178 75
St. Damien Station.....	P.Q.	236 05	St. Julien.....	Sask.	17 00
St. Denis.....	Sask.	142 00	St. Jules de Beauce.....	P.Q.	176 75
St. Dominique du Lac.....	P.Q.	146 20	St. Jules de Maria.....	P.Q.	117 00
Ste. Dorothee.....	P.Q.	268 00	St. Kilda.....	Alberta.	128 50
St. Edmond de Stoneham.....	P.Q.	26 49	St. Labre.....	Man.	61 64
St. Edmond de Berthier.....	P.Q.	66 00	St. Laurent Grandin.....	Sask.	39 25
St. Edouard.....	Alberta.	65 00	St. Lazare.....	N.B.	23 00
St. Edouard de Frampton.....	P.Q.	38 50	St. Lazare de Vaudreuil.....	P.Q.	358 76
St. Edouard de Kent.....	N.B.	65 00	St. Lazare Station.....	P.Q.	146 50
St. Edouard de Maskinonge.....	P.Q.	90 00	St. Léon.....	Man.	210 00
St. Eleanor's.....	P.E.I.	405 60	St. Léonard de Port Maurice.....	P.Q.	187 75
Ste. Elizabeth.....	Man.	273 00	St. Louis Cape.....	N.B.	12 00
Ste. Elizabeth de Warwick.....	P.Q.	362 65	St. Louis de Bagot.....	P.Q.	38 05
St. Eloi Station.....	P.Q.	138 40	St. Louis de Bonsecours.....	P.Q.	361 72
St. Emile de Montcalm.....	P.Q.	121 12	St. Louis de Champlain.....	P.Q.	198 50
St. Ephrem Station.....	P.Q.	223 20	St. Louis Nazaire.....	P.Q.	271 10
St. Esprit.....	N.S.	38 00	St. Luc.....	N.B.	47 00
Ste. Euphémie.....	P.Q.	381 21	St. Luc.....	P.Q.	126 95
St. Eustache.....	Man.	350 60	St. Luc de Matane.....	P.Q.	516 30
St. Fabien.....	N.B.	34 00	St. Luke.....	Sask.	44 00
St. Félix.....	Ont.	86 50	St. Lupicin (opened 1-12-23).....	Man.	38 00
St. Féréol.....	P.Q.	135 28	St. Majoric.....	P.Q.	299 20
St. Fidele.....	P.Q.	566 50	St. Malachie Station.....	P.Q.	529 48
Ste. Flavie.....	P.Q.	225 90	St. Malo.....	Man.	519 00
St. Francis Harbour.....	N.S.	106 57	St. Marcel.....	N.B.	31 50
St. François de Kent.....	N.B.	95 84	St. Marcellin.....	P.Q.	96 00
St. François d'Assise.....	P.Q.	209 00	Ste. Marguerite Station.....	P.Q.	275 37
St. François d'Orléans.....	P.Q.	171 95	Ste. Marie de Blandford.....	P.Q.	252 15
Ste. François.....	P.Q.	276 42	Ste. Marie de Charlevoix.....	P.Q.	21 00
St. François Station.....	P.Q.	118 00	St. Margaret Village.....	N.S.	103 00
St. François Xavier.....	Man.	199 50	St. Marks.....	Man.	113 84
St. François Xavier de Viger.....	P.Q.	50 00			
St. Fulgence.....	P.Q.	411 71			
St. Gabriel de Kent.....	N.B.	23 50			

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Ste. Marthe Rœanville.....	Sask.....	388 15	Sacred Heart.....	Alberta...	41 35
St. Martin Station.....	Man.....	385 63	Saddle Lake.....	Alberta...	35 00
St. Mary's of Ely.....	P.Q.....	137 75	Sadowa.....	Ont.....	85 80
St. Mary's River.....	N.S.....	199 25	Sagathun.....	Sask.....	22 30
St. Mathias.....	P.Q.....	461 75	Sage Creek.....	Alberta...	22 25
St. Maure.....	N.B.....	62 60	Sahanatien.....	Ont.....	56 00
St. Maurice.....	N.B.....	32 00	Saint Front.....	Sask.....	75 50
St. Maxime.....	P.Q.....	301 00	Saint Olivier.....	N.B.....	14 75
St. Michael (opened 15-8-23).....	Alberta...	26 00	Saints Anges.....	P.Q.....	404 12
St. Michel de Wentworth.....	P.Q.....	48 25	Salaberry.....	P.Q.....	60 00
St. Michel Station.....	P.Q.....	158 00	Salem.....	Ont.....	311 00
Ste. Modeste.....	P.Q.....	225 55	Salem.....	N.S.....	316 50
St. Narcisse de Rimouski.....	P.Q.....	144 75	Salem Road.....	N.S.....	20 00
St. Nazaire de Buckland.....	P.Q.....	180 25	Salford.....	Ont.....	230 35
St. Nérée.....	P.Q.....	376 15	Salina.....	N.B.....	8 70
St. Nérée Station.....	P.Q.....	60 25	Salmon Bay.....	P.Q.....	31 00
St. Norbert.....	N.B.....	47 12	Salmon River.....	N.B.....	269 00
St. Ola.....	Ont.....	318 38	Salmon River Bridge.....	N.S.....	91 00
St. Onésime.....	P.Q.....	262 40	Salmon River Lake.....	N.S.....	29 00
St. Ouen.....	Man.....	108 17	Salmon River Road.....	N.S.....	14 25
St. Pacôme Station.....	P.Q.....	200 00	Salmon Valley (opened 1-3-24).....	B.C.....	15 00
St. Patrick.....	P.Q.....	200 00	Saltburn.....	Sask.....	172 05
St. Patrick's Channel.....	N.S.....	35 00	Saltaux.....	Alberta...	98 80
St. Paul de la Croix.....	P.Q.....	242 70	Saltel.....	Man.....	35 26
St. Paul d'Industrie.....	P.Q.....	293 00	Salter.....	Sask.....	244 50
St. Paul, Est.....	P.Q.....	102 50	Salt Springs.....	N.B.....	89 25
St. Paul's Island (summer office).....	N.S.....	70 58	Salt Springs, Antigonish.....	N.S.....	47 00
Ste. Pétronille.....	P.Q.....	302 00	Salt Springs, Pictou.....	N.S.....	316 55
St. Perpétue Station.....	P.Q.....	128 75	Salt Springs Station.....	N.S.....	132 50
St. Philibert.....	P.Q.....	61 00	Sambro.....	N.S.....	319 50
St. Philippe.....	N.B.....	36 00	Samburg.....	Sask.....	96 00
St. Philippe de Chester.....	P.Q.....	86 50	Sampsonston.....	Alberta...	187 80
St. Philips.....	Sask.....	37 38	Samson.....	P.Q.....	39 00
St. Pie de Guire.....	P.Q.....	308 30	Samsonville.....	N.S.....	55 25
St. Pierre.....	N.B.....	75 00	Sanborn.....	P.Q.....	34 00
St. Pierre de Wakefield.....	P.Q.....	112 75	Sand field.....	Ont.....	164 75
St. Pierre d'Orléans.....	P.Q.....	443 50	Sandford.....	Ont.....	144 40
St. Polycarpe Junction.....	P.Q.....	137 00	Sandford Dene.....	Sask.....	107 00
St. Praxède (opened 15-11-23).....	P.Q.....	30 00	Sand Hill.....	P.Q.....	45 45
St. Raymond.....	Man.....	15 00	Sandilands.....	Man.....	237 63
St. Regmond.....	N.B.....	60 30	Sand Lake.....	Ont.....	65 00
St. Rédempteur.....	P.Q.....	129 45	Sandown.....	Ont.....	73 20
St. Régis.....	P.Q.....	100 60	Sandspit.....	B.C.....	134 99
Ste. Rose.....	N.S.....	54 00	Sand Point.....	N.S.....	157 50
Ste. Rosette.....	N.B.....	114 00	Sand Point Road.....	N.B.....	(b)
St. Samuel de Horton.....	P.Q.....	195 00	Sandridge.....	Man.....	128 50
St. Samuel Station.....	P.Q.....	157 00	Sandstone.....	Alberta...	117 40
St. Sébastien Station.....	P.Q.....	94 77	Sandville.....	N.S.....	46 00
St. Sévère.....	P.Q.....	272 75	Sandwith.....	Sask.....	137 50
St. Sévère Nord.....	P.Q.....	12 00	Sandy Creek.....	P.Q.....	42 00
St. Sévérin de Beauvage.....	P.Q.....	304 57	Sandy Hook (summer office).....	Man.....	71 91
St. Sosime.....	N.B.....	24 00	Sandy Point (summer office).....	Ont.....	128 00
St. Sulpice.....	P.Q.....	208 50	Sangster.....	Ont.....	21 00
Ste. Séraphine.....	P.Q.....	108 71	San Josef Bay.....	B.C.....	59 50
Ste. Théodosie.....	P.Q.....	235 97	San Mateo.....	B.C.....	177 50
St. Théodule.....	N.B.....	9 00	Sanmaur.....	P.Q.....	377 51
St. Thomas d'Aquin.....	P.Q.....	176 10	Sans Souci (summer office).....	Ont.....	603 25
St. Thomas de Caxton.....	P.Q.....	108 10	Sapton (opened 1-11-23).....	Man.....	28 00
St. Thomas de Kent.....	N.B.....	121 00	Sarrail.....	Alberta...	78 60
St. Thomas de Soulanges.....	P.Q.....	24 00	Sargent.....	N.B.....	4 00
St. Thuribe.....	P.Q.....	384 15	Sarto.....	Man.....	30 30
St. Valère de Bulstrode.....	P.Q.....	242 33	Sarty's.....	N.S.....	35 25
St. Valérien de Rimouski.....	P.Q.....	433 38	Saskalta (closed 15-5-23).....	Alberta...	Nil
St. Victor.....	Sask.....	305 00	Saskart.....	Sask.....	30 00
St. Victor Station.....	P.Q.....	395 40	Sault à la Puce.....	P.Q.....	59 00
St. Yvon.....	P.Q.....	253 48	Sault St. Lin.....	P.Q.....	151 20
Sable River.....	N.S.....	250 50	Sault Ste. Marie S.O. No. 3.....	Ont.....	(a)
Sacré-Cœur de Marie.....	P.Q.....	207 57	Saunders West (opened 1-2-24).....	Alberta...	71 00

(b) For revenue see under St. John Sub-Offices.

(a) For revenue see under Sault Ste. Marie Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Savanne.....	Ont.....	323 50	Sesikinika Lake.....	Ont.....	238 10
Savary Island.....	B.C.....	228 95	Seton Lake.....	B.C.....	219 57
Savoie.....	P.Q.....	20 40	Setting Lake.....	Man.....	93 02
Savo.....	N.B.....	60 00	Seven Oaks.....	B.C.....	276 00
Savo Landing.....	N.B.....	54 40	Severn Park (late Severn Falls).....	Ont.....	323 50
Sawdy.....	Alberta.....	19 00	70 Mile House.....	B.C.....	132 50
Sawyer.....	Sask.....	15 00	Sevigny.....	P.Q.....	60 00
Saxby.....	Sask.....	25 00	Sevogle.....	N.B.....	48 25
Saxon Hill.....	Sask.....	5 00	Sewell Brook.....	N.B.....	37 02
Seadouc.....	N.B.....	105 30	Sewellville.....	N.B.....	37 50
Scandia (opened 1-1-24).....	Alberta.....	40 00	Seymour (closed 20-11-23).....	Alberta.....	6 39
Scanterbury.....	Man.....	9 02	Shad Bay.....	N.S.....	65 00
Scarsdale.....	N.S.....	50 65	Shalka.....	Alberta.....	64 90
Scarth.....	Man.....	312 29	Shanawan.....	Man.....	202 97
Scatarie Island.....	N.S.....	56 00	Shand.....	Sask.....	220 00
Schooner Passage (summer office).....	B.C.....	Nil	Shamrock (opened 15-3-24).....	Sask.....	45 00
Schutt.....	Ont.....	148 68	Shanick.....	Ont.....	51 75
Schwartz.....	P.Q.....	54 50	Shanklin.....	N.B.....	46 00
Schyan.....	P.Q.....	334 00	Shannon.....	P.Q.....	42 50
Science Hill.....	Ont.....	170 25	Shannon.....	N.B.....	225 74
Sclater.....	Man.....	299 35	Shannonvale.....	N.B.....	82 18
Scoble West.....	Ont.....	82 05	Sharpewood.....	Man.....	51 50
Scotch Bay.....	Man.....	62 23	Shawanaga.....	Ont.....	138 37
Scotch Hill.....	N.S.....	39 00	Shaw Brook.....	N.B.....	14 02
Scotch Hill, East.....	N.S.....	23 00	Shandro (re-opened 1-9-23).....	Alberta.....	95 00
Scotch Lake.....	N.S.....	43 00	Shay (opened 1-8-23).....	Sask.....	51 00
Scotch Settlement.....	N.B.....	31 70	Sheatown.....	Ont.....	10 00
Scotia.....	Ont.....	565 59	Sheba.....	N.B.....	25 25
Scotland Farm.....	Man.....	51 75	Shebeshekong.....	Ont.....	73 00
Scott's Springs.....	Ont.....	312 90	Shediac Bridge.....	N.B.....	225 00
Scott Mills.....	N.E.....	209 00	Shediac Island.....	N.B.....	60 00
Scott Road.....	N.B.....	28 00	Shediac Road.....	N.B.....	59 64
Scott's Bay (closed 30-9-23).....	N.S.....	47 66	Sheerway.....	P.Q.....	30 00
Scott Siding.....	N.B.....	100 50	Sheet Harbour Passage.....	N.S.....	178 00
Scottsburgh (opened 4-12-23).....	Sask.....	67 22	Sheet Harbour Road.....	N.S.....	38 50
Scottsdale.....	Alberta.....	Nil	Sheffield Mills.....	N.S.....	318 50
Scout Lake.....	Sask.....	28 20	Sheffield Mills Station.....	N.S.....	357 05
Scribner (closed 30-6-23).....	N.B.....	4 66	Sheila.....	N.B.....	283 56
Scrip.....	Sask.....	112 30	Shekatika Bay.....	P.Q.....	3 99
Seroggie Creek.....	Yukon.....	27 50	Sheldrake.....	P.Q.....	53 00
Seugog.....	Ont.....	64 50	Shell Lake.....	Sask.....	202 80
Seabrook.....	N.S.....	46 00	Shell River.....	Sask.....	61 75
Sea Dog Cove.....	N.B.....	26 88	Shell Valley (opened 1-2-24).....	Man.....	17 00
Seaford (closed 18-1-24).....	B.C.....	75 18	Shelley (opened 1-12-23).....	B.C.....	118 65
Seaforth.....	N.S.....	201 30	Shelter Bay.....	P.Q.....	702 05
Sea Gull.....	Ont.....	30 00	Shenley, East.....	P.Q.....	103 00
Seal.....	Alberta.....	26 00	Shenley, Nord.....	P.Q.....	29 00
Seal Cove.....	P.Q.....	134 00	Shenston.....	Ont.....	47 75
Seal Harbour.....	N.S.....	280 50	Shepenge.....	Alberta.....	50 50
Seal Island.....	N.S.....	15 00	Shepody.....	N.B.....	100 87
Sea Otter Cove.....	B.C.....	44 60	Shepody Road (closed 6-10-23).....	N.B.....	Nil
Sea Side.....	N.B.....	77 00	Sheppard Siding.....	Ont.....	61 66
Seaview.....	N.S.....	93 30	Sheppardton.....	Ont.....	195 70
Seba Beach.....	Alberta.....	382 36	Shere (opened 1-7-23).....	B.C.....	256 25
Sechart.....	B.C.....	89 80	Sheridan.....	Ont.....	248 50
Second Peninsula.....	N.S.....	13 00	Shergrove.....	Man.....	123 00
Sedalia.....	Alberta.....	664 71	Sherrard.....	Sask.....	53 20
Seebe.....	Alberta.....	328 00	Sherwood.....	Ont.....	169 00
Seech.....	Man.....	38 75	Shesheganwaning (late Morrisville, 1-12-23).....	Ont.....	44 50
Seely.....	Ont.....	63 00	Shigawake East.....	P.Q.....	230 25
Sefferensville.....	N.S.....	47 00	Shillingthorpe.....	Sask.....	8 50
Sellars.....	Ont.....	103 50	Shining Bank.....	Alberta.....	58 30
Sellarville.....	P.Q.....	155 00	Shinnickburn.....	N.B.....	12 00
Selmah.....	N.S.....	321 14	Ship Harbour Lake.....	N.S.....	193 00
Selwood.....	N.B.....	57 54	Shippigan Gully.....	N.B.....	43 00
Selwyn.....	Ont.....	48 50	Shippigan Island.....	N.B.....	118 30
Semiwagan Ridge.....	N.B.....	18 00	Shoal Creek.....	Alberta.....	12 50
Senkiw.....	Man.....	90 00	Shooter Hill.....	Sask.....	32 50
Senneville.....	P.Q.....	258 73	Shorncliffe (opened 1-9-23).....	Man.....	28 00
Septième Lac.....	P.Q.....	56 00			
Serath.....	Sask.....	19 00			

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Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Shortdale.....	Man.....	325 60	Snell.....	N.B.....	39 00
Shrewsbury.....	P.Q.....	53 70	Snider Mountain.....	N.B.....	55 50
Shulie.....	N.S.....	136 85	Snipe Lake.....	Sask.....	252 75
Shunacadie.....	N.S.....	293 76	Snow Road Station.....	Ont.....	315 80
Shushartie.....	B.C.....	108 01	Snowville.....	Ont.....	60 10
Sidecup.....	Alberta.....	29 28	Snug Harbour.....	Ont.....	44 25
Sideview.....	Alberta.....	30 00	Soapstone Mine.....	N.S.....	39 75
Sidney Inlet.....	B.C.....	181 74	Sober Island.....	N.S.....	164 75
Siglunes.....	Man.....	44 55	Social Plains.....	Alberta.....	60 05
Sight Point.....	N.S.....	8 00	Socrates.....	Sask.....	118 00
Silliker's.....	N.B.....	121 70	Soda Creek.....	B.C.....	425 75
Silver.....	Man.....	137 50	Soda Lake.....	Alberta.....	399 54
Silver Bay.....	Man.....	21 00	Sokal.....	Sask.....	41 00
Silver Grove.....	Sask.....	36 20	Solberg (closed 31-10-23).....	Alberta.....	21 58
Silver Heights (opened 5-11-23).....	Alberta.....	30 00	Soldier's Cove.....	N.S.....	61 12
Silver Hill.....	Ont.....	280 00	Soldier's Cove West.....	N.S.....	47 50
Silver Lake.....	Ont.....	41 15	Solomon.....	P.Q.....	38 00
Silver Mine.....	N.S.....	12 24	Solsqua.....	B.C.....	416 51
Silver Park.....	Sask.....	204 00	Sonier.....	N.B.....	44 00
Silver Plains.....	Man.....	134 00	Sonningdale.....	Sask.....	205 20
Silver Ridge.....	Man.....	16 75	Soperton.....	Ont.....	167 50
Silver Springs (closed 31-5-23).....	Sask.....	Nil	Sopoff.....	Sask.....	50 55
Silver Stream.....	Sask.....	102 00	Sounding Lake.....	Alberta.....	28 00
Silver Valley.....	B.C.....	126 00	Souris Valley.....	Sask.....	43 55
Simard.....	P.Q.....	58 00	South Alton.....	N.S.....	79 00
Simcoe Island.....	Ont.....	77 10	Southbank.....	B.C.....	261 56
Similkameen.....	B.C.....	57 75	South Bar of Sydney River.....	N.S.....	129 00
Simons Valley.....	Alberta.....	30 00	South Bathurst.....	N.B.....	283 90
Simpson Corner.....	N.S.....	140 00	South Bay.....	N.B.....	61 00
Simpson's Pit.....	Ont.....	56 00	South Bay.....	Ont.....	117 95
Sinnett.....	Sask.....	83 50	South Bay Mouth.....	Ont.....	150 75
Sirko.....	Man.....	44 30	South Beach.....	P.Q.....	58 00
Sissiboo Falls.....	N.S.....	40 10	South Branch.....	N.S.....	125 20
Sisson Ridge.....	N.B.....	61 25	South Branch.....	N.B.....	40 00
Six Mile Creek.....	B.C.....	196 25	South Canaan.....	N.S.....	14 00
Six Nations.....	Ont.....	36 40	South Clones.....	N.B.....	41 00
Six Portages.....	P.Q.....	26 25	South Cove.....	N.S.....	66 00
Six Roads.....	N.B.....	160 00	South Dudswell.....	P.Q.....	30 50
Skaro.....	Alberta.....	66 60	South East Passage.....	N.S.....	44 00
Skerryvore (summer office).....	Ont.....	184 00	South Esk.....	N.B.....	41 00
Skiho.....	Ont.....	39 05	South Ferriby.....	Alberta.....	46 00
Skibbereen.....	Sask.....	12 08	Southfield.....	N.B.....	45 00
Skidegate.....	B.C.....	117 82	South Gillies.....	Ont.....	92 95
Skidegate Mission.....	B.C.....	201 00	South Greenwood.....	N.S.....	29 30
Skipton (closed 31-1-24).....	Sask.....	4 40	South Harbour.....	N.S.....	28 45
Skir Dlu.....	N.S.....	40 65	South Harmon (closed 25-5-23).....	N.S.....	Nil
Skookumchuck.....	B.C.....	297 00	South Hazelton (opened 1-8-23).....	B.C.....	111 93
Skull Creek.....	Sask.....	42 25	South Highlands.....	N.S.....	9 00
Sky Glen.....	N.S.....	58 10	South Ingonish.....	N.S.....	153 70
Skye Glen East.....	N.S.....	12 00	South Ingonish Harbour.....	N.S.....	25 25
Skylake.....	Man.....	21 02	South Johnville.....	N.B.....	18 25
Sky Mountain.....	N.S.....	11 00	South Junction.....	Man.....	284 80
Slate Falls.....	Ont.....	34 00	South Lancaster.....	Ont.....	455 00
Slate River Valley.....	Ont.....	55 65	South Lochaber.....	N.S.....	76 83
Slateville.....	N.S.....	26 60	Southmag.....	Ont.....	170 65
Slawa.....	Alberta.....	27 00	South Manchester.....	N.S.....	22 25
Sletten.....	Sask.....	22 00	South McLellan's Mountain.....	N.S.....	13 00
Slocan Park.....	B.C.....	174 83	South Melfort.....	Sask.....	73 15
Slough Valley (closed 25-8-23).....	Alberta.....	6 05	South Merland.....	N.S.....	10 00
Sluggott.....	B.C.....	287 10	South Milford.....	N.S.....	263 35
Sluice Point.....	N.S.....	254 25	South Minto.....	N.B.....	374 85
Smithburg (closed 30-6-23).....	Sask.....	3 00	South Nelson Road.....	N.B.....	182 50
Smithfield.....	N.S.....	67 00	South Pender.....	B.C.....	131 73
Smith Hill.....	Man.....	59 70	Southport.....	P.E.I.....	178 45
Smith's.....	N.B.....	131 50	South Port Mann.....	B.C.....	52 20
Smith's Corner.....	N.B.....	58 72	South Port Morien.....	N.S.....	37 75
Smith Settlement.....	N.S.....	116 25	South Range.....	N.S.....	122 50
Smith Town.....	N.B.....	129 24	South Rawdon.....	N.S.....	210 75
Smithsville.....	N.S.....	109 80	South Rhodena.....	N.S.....	25 00
Smoky River (opened 1-6-23).....	Alberta.....	36 70	South River.....	N.B.....	62 25

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
South River Bourgeois.....	N.S.....	82 00	Stanley House (summer		
South River Lake.....	N.S.....	107 33	office).....	Ont.....	79 50
South St. Norbert.....	N.B.....	39 00	Stanley Section.....	N.S.....	46 75
South Salt Springs.....	N.S.....	8 00	Stanleyville.....	Ont.....	163 00
South Side Basin of River			Staplehurst.....	Alberta.....	79 05
Dennis.....	N.S.....	121 85	Star.....	Alberta.....	67 15
South Side of Baddeck River	N.S.....	14 00	Starblanket (closed 31-7-23) ..	Sask.....	3 78
South Side of Boularderie....	N.S.....	60 00	Starkey's.....	N.B.....	176 30
South Star.....	Sask.....	37 80	Starkville.....	Ont.....	54 45
South Tatamagouche.....	N.S.....	20 00	Starrat.....	Ont.....	138 00
South Tilley.....	N.B.....	54 00	Station Bedard.....	P.Q.....	175 50
South Touchwood.....	Sask.....	29 30	Station Bilodeau.....	P.Q.....	133 00
South Tremont.....	N.S.....	27 00	Stauffer.....	Alberta.....	136 10
South Uniacke.....	N.S.....	117 90	Staynor Hall.....	Sask.....	72 70
South Valley.....	Sask.....	30 00	Stream Mill Village.....	N.S.....	53 00
South Victoria.....	N.S.....	37 00	Steeledale.....	Sask.....	38 80
Southview.....	Sask.....	83 49	Steeles Lake.....	N.S.....	9 00
Southville.....	N.S.....	135 00	Steelhead.....	B.C.....	86 00
South Waterville.....	N.B.....	27 00	Steenburg.....	Ont.....	244 75
South West Lot 16.....	P.E.I.....	26 00	Steep Creek.....	Sask.....	129 80
South West Mabou.....	N.S.....	40 00	Steep Creek.....	N.S.....	104 00
South West Margaree.....	N.S.....	250 05	Steeve's Mountain.....	N.B.....	50 00
South West Point.....	P.Q.....	18 00	Steeve's Settlement.....	N.B.....	59 00
South West Port Hood.....	N.S.....	44 20	Stelcam.....	Sask.....	107 77
South West Port Mouton.....	N.S.....	269 90	Stellaco.....	B.C.....	77 35
South West Ridge.....	N.S.....	36 00	Stenson.....	P.Q.....	292 74
Southwood.....	Ont.....	113 00	Stetten.....	Alberta.....	13 55
Sowerby.....	Ont.....	134 03	Stevenson Place.....	Ont.....	65 50
Spanish Ship Bay.....	N.S.....	192 50	Stewartdale.....	N.S.....	20 30
Spapley Creek.....	P.Q.....	40 50	Stewartfield.....	Alberta.....	29 50
Spa Springs (closed 30-10-23)	N.S.....	19 86	Stewart Lake.....	Man.....	32 00
Spearhill.....	Man.....	137 01	Stewarton.....	N.B.....	73 25
Spedden.....	Alberta.....	419 00	Stewart River.....	Yukon.....	75 00
Speddington.....	Sask.....	113 75	Stewart Valley.....	Sask.....	325 00
Spence.....	Ont.....	113 55	Stewiacke Cross Roads.....	N.S.....	151 41
Spencer's Island.....	N.S.....	386 55	Stiles Village.....	N.B.....	18 00
Spennymoor.....	Alberta.....	25 80	Still Water.....	N.S.....	111 25
Spiddle Hill (closed 30-9-23)	N.S.....	10 45	Stillwater.....	B.C.....	1,451 10
Spinney Hill.....	Sask.....	284 55	Stirling.....	N.S.....	26 00
Spiritwood (opened 1-11-23)...	Sask.....	46 00	Stirling Brook.....	N.S.....	41 00
Spooner.....	Sask.....	18 40	Stocks.....	Alberta.....	33 00
Springbourne.....	Sask.....	18 00	Stoddarts.....	N.S.....	25 25
Springbrook.....	P.Q.....	99 00	Stokeville.....	Alberta.....	30 00
Springdale.....	Alberta.....	113 75	Stoneham.....	P.Q.....	240 80
Springfield.....	Man.....	88 50	Stonehenge.....	Sask.....	127 00
Springfield Park.....	P.Q.....	64 10	Stonehurst.....	N.S.....	87 20
Spring Grove.....	Sask.....	22 00	Stonelaw.....	Alberta.....	94 55
Springhaven.....	N.S.....	163 25	Stoneleigh.....	Ont.....	81 16
Springhouse.....	B.C.....	38 00	Stone Ridge.....	N.B.....	104 30
Spring Lake.....	Alberta.....	83 05	Stony Hill.....	Man.....	58 00
Springpark.....	Alberta.....	6 50	Stony Island.....	N.S.....	350 40
Spring Point.....	Alberta.....	41 25	Stony Lake.....	Sask.....	66 00
Springridge.....	Alberta.....	69 00	Stonyview.....	Yukon.....	22 00
Springstein.....	Man.....	15 00	Stoppington.....	Alberta.....	40 60
Springtown.....	Ont.....	36 00	Stormont.....	N.S.....	159 60
Springville.....	N.S.....	155 80	Storeytown.....	N.B.....	52 00
Sproul Settlement.....	N.B.....	7 00	Stowlea.....	Sask.....	15 00
Sprucefield.....	Alberta.....	32 50	Strachan.....	Alberta.....	70 50
Spruce Hedge.....	Ont.....	35 25	Straiton.....	B.C.....	169 10
Spruce Home.....	Sask.....	111 85	Strand.....	Sask.....	17 01
Spry Harbour.....	N.S.....	257 80	Strange.....	Ont.....	70 75
Spurgrave.....	Man.....	74 55	Strathadam.....	N.B.....	105 50
Spuzzum.....	B.C.....	678 14	Strathnaver.....	B.C.....	25 50
Square Hill.....	Sask.....	68 00	Strawberry Hill.....	B.C.....	212 20
Squillax.....	B.C.....	215 75	Streets Ridge.....	N.S.....	11 00
Squirrel Cove.....	B.C.....	144 75	Streamstown.....	Alberta.....	68 00
Stainsleigh.....	Alberta.....	30 44	Streatham.....	B.C.....	77 60
Standard Hill.....	Sask.....	20 60	Strickland.....	Ont.....	117 93
Stand Off.....	Alberta.....	159 00	Strong Creek.....	Alberta.....	5 00
Stanger.....	Alberta.....	105 00	Strong Pine.....	Sask.....	72 00
Stanhope.....	P.Q.....	176 30	Stroy.....	Alberta.....	53 00
Stanhope.....	P.E.I.....	141 50	Stuart Island.....	B.C.....	118 62

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Stubb's Bay.....	P.Q.....	146 70	Takla Landing (opened 1-11-23).....	B.C.....	12 50
Stubno.....	Alberta.....	71 49	Talon.....	P.Q.....	40 00
Stump Lake (closed 31-10-23).....	B.C.....	39 55	Talbot.....	Alberta.....	216 60
Sturgeon Landing.....	Sask.....	81 00	Talbotville Royal.....	Ont.....	445 75
Sturgeon Point (summer office).....	Ont.....	915 00	Tanaracouta (summer office).....	P.Q.....	70 00
Sturgeon River.....	Sask.....	142 00	Tancredia.....	P.Q.....	225 90
Sturgeonville.....	Alberta.....	26 52	Tangleflags.....	Sask.....	35 50
Subrosa (opened 7-12-23).....	Sask.....	30 00	Tanglefoot.....	B.C.....	283 00
Sucker Lake.....	Ont.....	43 23	Tank.....	Alberta.....	146 25
Suffolk Station.....	P.E.I.....	21 00	Tankville.....	N.B.....	15 02
Suffren.....	Man.....	47 50	Tannin.....	Ont.....	192 12
Sugar Camp.....	N.S.....	37 00	Tansley.....	Ont.....	210 75
Sugar Loaf.....	N.S.....	112 36	Tantallon.....	N.S.....	128 50
Sugden.....	Alberta.....	50 00	Tarbot.....	N.S.....	68 30
Sullivan Lake.....	Alberta.....	141 50	Tarbotvale.....	N.S.....	61 80
Sulphur Springs.....	Alberta.....	199 45	Tarentorus (closed 1-10-23).....	Ont.....	95 13
Summereove.....	Sask.....	136 00	Tarnapol.....	Sask.....	219 50
Summer Hill.....	N.B.....	130 50	Tarrys.....	B.C.....	83 50
Summerview.....	Alberta.....	8 00	Tartigou.....	P.Q.....	64 00
Summerville.....	Ont.....	184 04	Tashota.....	Ont.....	386 61
Summerville.....	P.E.I.....	155 25	Tatamagouche Mountain.....	N.S.....	58 00
Summerville Centre.....	N.S.....	130 05	Tatla Lake.....	B.C.....	20 00
Summit Lake (closed 1-12-23).....	B.C.....	16 00	Tatlook.....	Ont.....	65 15
Sundance, (late Little Volga, 1-7-23).....	Alberta.....	38 00	Taunton.....	Ont.....	114 00
Sundown.....	Man.....	266 05	Taylor.....	B.C.....	69 50
Sunkist.....	Sask.....	72 42	Taylor's Head.....	N.S.....	30 00
Sunland.....	Alberta.....	98 00	Taylor'side.....	Sask.....	51 51
Sunny Bank.....	P.Q.....	276 50	Taylor Village.....	N.B.....	55 67
Sunnybrook.....	Alberta.....	45 02	Taylorville.....	Alberta.....	82 70
Sunny Corner.....	N.B.....	174 50	Tchesinkut Lake.....	B.C.....	29 00
Sunnydale.....	Alberta.....	30 50	Teddington.....	Sask.....	120 49
Sunnymead.....	Sask.....	15 00	Teepee.....	Sask.....	16 25
Sunnyside.....	N.B.....	24 90	Telegraph Creek.....	B.C.....	224 80
Sunnywold.....	B.C.....	16 00	Telford.....	N.S.....	20 00
Sunrise.....	N.S.....	18 50	Temperance Vale.....	N.B.....	34 01
Sunset Cape North.....	N.S.....	34 00	Temperanceville.....	Ont.....	85 75
Sunset Lake.....	Sask.....	35 75	Tenby.....	Man.....	237 74
Sunshine.....	Ont.....	386 60	Tenby Bay.....	Ont.....	48 20
Sunville.....	Man.....	14 75	Tenecape.....	N.S.....	85 00
Suomi (opened 15-5-23).....	Ont.....	153 40	Ten Mile Creek.....	N.B.....	36 55
Surge Narrows.....	B.C.....	70 00	Tennex.....	Sask.....	13 50
Surprise.....	Sask.....	25 75	Terence.....	Man.....	221 90
Surretteville.....	N.B.....	67 00	Terence Bay.....	N.S.....	118 95
Surrey.....	N.B.....	691 50	Terra Nova.....	N.S.....	45 00
Sutherland's River.....	N.S.....	34 00	Terre Noire.....	N.S.....	108 75
Sutton (tem. closed 1-1-24).....	N.B.....	35 00	Teston.....	Ont.....	82 00
Sutton Bay.....	Ont.....	100 75	Tête à la Baleine.....	P.Q.....	13 00
Swansburg.....	N.S.....	182 75	Tête Jaune Cache.....	B.C.....	161 05
Swannell (closed 30-6-23).....	Sask.....	1 25	Tewkesbury.....	P.Q.....	20 00
Swan Plain.....	Sask.....	53 00	Tétreaultville.....	P.Q.....	(a)
Swanson Bay.....	B.C.....	189 80	Thalberg.....	Man.....	153 45
Swarthmore.....	Sask.....	109 00	The Beach (summer office closed 18-6-23).....	B.C.....	Nil
Sweenyville.....	N.B.....	6 00	The Bluffs.....	N.B.....	61 90
Sweetland.....	N.S.....	15 50	The Cottages (summer office).....	Ont.....	20 00
Sweet's Corners.....	N.S.....	217 00	The Falls.....	N.S.....	94 55
Swift Creek.....	B.C.....	339 96	The Flats.....	Sask.....	28 00
Sybouts.....	Sask.....	16 10	The Glades.....	N.B.....	707 00
Sydney Forks.....	N.S.....	50 58	The Halfway.....	Man.....	42 00
Sydney River.....	N.S.....	316 00	The Hawk.....	N.S.....	141 90
Sylvan.....	Man.....	41 73	The Lodge.....	N.S.....	39 00
Sylvan Valley.....	Ont.....	60 96	The Narrows.....	Man.....	35 50
Sylvan Valley.....	N.S.....	11 00	The Points West Bay.....	N.S.....	89 74
Sylvania.....	Sask.....	29 21	The Range.....	N.B.....	148 25
Synton.....	N.B.....	18 00	Theresa.....	Sask.....	103 85
Syringa Creek.....	B.C.....	157 05	Thériault.....	N.B.....	67 45
Taft.....	B.C.....	129 75	The Ridge.....	Ont.....	97 55
			The Slash.....	Ont.....	41 20

(a) For revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
The Willows.....	N.B.....	128 70	Toronto, Sub-office No. 77 (opened 7-1-24).....	Ont.	(a)
Thibault.....	N.B.....	35 00	Tothill (opened 1-1-24).....	Alberta..	20 50
Thibeauville.....	N.S.....	68 00	Torryburn.....	N.B.....	126 59
Thicket Portage.....	Man.....	70 00	Totonka (closed 30-9-23).....	Man.....	15 80
Thistle Creek (closed 1-6-23).....	Yukon....	Nil	Touffe de Pins.....	P.Q.....	75 20
Thistle town.....	Ont.....	239 25	Tourelle.....	P.Q.....	358 55
Thivierge.....	P.Q.....	194 60	Toutes Aides.....	Man.....	314 90
Thomasville.....	N.S.....	56 30	Tracadie Beach.....	N.B.....	114 00
Thompson.....	Alberta..	39 00	Tracadie Cross.....	P.E.I....	273 00
Thompson Lake.....	N.B.....	10 00	Tracadie Road.....	N.S.....	15 00
Thorah Island (summer office).....	Ont.....	10 00	Trafalgar.....	Ont.....	326 00
Thorel House (summer office).....	Ont.....	100 00	Trait Carré.....	P.Q.....	50 00
Thornbrook.....	N.B.....	19 00	Tramore.....	Ont.....	66 05
Thornby.....	P.Q.....	53 20	Tranter.....	Man.....	15 00
Thorne Centre.....	P.Q.....	23 96	Trapp Lake.....	B.C.....	44 00
Thorsby.....	Alberta..	10 50	Treelon.....	Sask.....	10 00
Three Brooks.....	N.B.....	147 79	Trelydden.....	Man.....	22 00
Three Fathom Harbour.....	N.S.....	68 90	Tremblay Settlement.....	N.B.....	59 50
Three Lakes.....	P.Q.....	146 35	Tremont.....	N.S.....	93 00
Three Valley.....	B.C.....	143 38	Tientham.....	Man.....	37 50
Thunder River.....	P.Q.....	234 39	Trent River.....	Ont.....	413 56
Thurston Harbour (re-opened 1-5-23).....	B.C.....	304 25	Trenville.....	Alberta..	41 00
Thurstonia Park (summer office).....	Ont.....	383 00	Trewdale.....	Sask.....	126 00
Thwaites.....	Ont.....	27 00	Tring.....	Alberta..	188 30
Tiddville.....	N.S.....	59 80	Trinity Valley.....	B.C.....	61 00
Tide Head.....	N.B.....	163 13	Triple Lake.....	Sask.....	9 80
Tide Lake.....	Alberta..	74 50	Tristram.....	Alberta..	22 11
Tidnish Bridge.....	N.B.....	176 65	Triton Fishing Club (summer office).....	P.Q.....	110 00
Tidnish River.....	N.S.....	78 00	Trois Saumons.....	P.Q.....	178 60
Tilley.....	N.B.....	103 70	Trois Saumons Station (closed 1-3-24).....	P.Q.....	87 88
Tilley Road.....	N.B.....	147 30	Trottier.....	P.Q.....	140 75
Tilley Station (opened 1-6-23).....	Alberta..	258 06	Trout Brook.....	N.B.....	103 75
Tilly.....	Sask.....	17 00	Trout Brook.....	N.S.....	60 00
Timberlea.....	N.S.....	45 00	Trout River.....	N.S.....	72 30
Tinchebray.....	Alberta..	15 00	Trout Stream.....	N.B.....	99 45
Tingley.....	N.B.....	24 50	Troy.....	N.S.....	43 00
Tiny.....	Sask.....	205 90	Truemanville.....	N.S.....	43 50
Tionaga.....	Ont.....	453 45	Tufts Cove.....	N.S.....	144 30
Tipperary.....	Man.....	14 00	Tullis.....	Sask.....	353 15
Titanic.....	Sask.....	47 00	Tulley met.....	Sask.....	197 20
Titusville.....	N.B.....	128 25	Tummel.....	Man.....	20 00
Tiell.....	B.C.....	79 52	Tupper Creek.....	B.C.....	28 00
Tobique Narrows.....	N.B.....	18 00	Tupperville.....	N.S.....	223 60
Tobique River.....	N.B.....	139 05	Turgeon.....	P.Q.....	78 31
Tod Creek.....	Alberta..	41 50	Turgeon.....	P.Q.....	78 31
Tolland.....	Alberta..	200 00	Turgeon (tem. closed, 15-10- 23).....	N.B.....	248 50
Tolstoi.....	Man.....	581 70	Turnhill (tem. closed, 15-10- 23).....	Sask.....	Nil
Tomiko.....	Ont.....	289 20	Turnville.....	Ont.....	341 30
Tomkinsville.....	N.S.....	16 00	Turtle Beach (late Patch- grove, 1-8-23).....	Sask.....	99 30
Tonkin.....	Sask.....	25 00	Turtle Creek.....	N.B.....	219 50
Tooleton.....	N.B.....	67 50	Turtle Lake.....	Ont.....	50 00
Topland.....	Alberta..	19 25	Tuscola.....	Sask.....	33 00
Topley.....	B.C.....	236 42	Tutela.....	Ont.....	(b)
Torbay.....	N.S.....	44 25	Tweedie Brook.....	N.B.....	25 00
Torbrook.....	N.S.....	138 40	Twickenham.....	Sask.....	37 00
Torbrook, East.....	N.S.....	40 00	Twining.....	Alberta..	186 27
Torbrook, West.....	N.S.....	87 50	Twin Rock Valley.....	N.S.....	47 00
Torlea.....	Alberta..	37 21	Twin Valley.....	Sask.....	31 25
Toronto, Lee Avenue (re- opened 24-11-23).....	Ont.	(a)	Twin River.....	Alberta..	74 68
Toronto, Sub-office No. 9 (re- opened 3-11-23).....	Ont.	(a)	Two Hills.....	Alberta..	107 85
Toronto, Sub-office No. 19 (re-opened 12-2-23).....	Ont.	(a)	Two Rivers.....	N.S.....	6 00
Toronto, Sub-office No. 66 (opened 2-5-23).....	Ont.	(a)	Tyneside.....	Sask.....	20 00
			Udora.....	Ont.....	247 23
			Ufford.....	Ont.....	155 18

(a) For revenue see under Toronto Sub-Offices.

(b) For revenue see under Brantford Sub-Offices

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue \$ cts.	Name of Post Office	Province	Revenue \$ cts.
Ulthoff.....	Ont.....	268 20	Upper Ohio (closed 30-11-23)	N.S.....	29 25
Ukraina.....	Man.....	166 75	Upper Peel.....	N.B.....	11 00
Ullswater.....	Ont.....	90 84	Upper Rawdon.....	N.S.....	337 20
Ulvaa.....	N.S.....	42 75	Upper Rexton.....	N.B.....	86 00
Umatillo (opened 1-3-24).....	Man.....	25 00	Upper River Dennis.....	N.S.....	25 00
Umphrey.....	Sask.....	40 75	Upper Rockport.....	N.B.....	43 00
Underhill.....	N.B.....	230 00	Upper St. André.....	N.B.....	34 60
Undine.....	N.B.....	9 00	Upper St. Maurice.....	N.B.....	22 00
Union Creek.....	Ont.....	108 65	Upper Ste. Rose.....	N.B.....	42 00
Union Mills.....	N.B.....	239 00	Upper St. Simon.....	N.B.....	36 00
Union Road.....	P.E.I.....	77 45	Upper Sheila.....	N.B.....	118 50
Union Valley (late Black Rock, 1-9-23).....	N.S.....	5 00	Upper Sigas.....	N.B.....	46 75
Uno.....	Man.....	319 28	Upper Smithfield.....	N.S.....	40 10
Union Square.....	N.S.....	55 44	Upper South River.....	N.S.....	124 50
Upper Abougagin.....	N.B.....	133 00	Upper South West Mabou.....	N.S.....	39 65
Upper Baddeck River.....	N.S.....	28 30	Upper Springfield.....	N.S.....	21 00
Upper Balmoral.....	N.B.....	102 50	Upper Squamish.....	B.C.....	24 00
Upper Barneys River.....	N.S.....	27 75	Upper Tantallon.....	N.S.....	156 58
Upper Bass River.....	N.S.....	57 00	Upper Tilley Road.....	N.B.....	39 00
Upper Bay du Vin.....	N.B.....	165 75	Upper Washabuck.....	N.S.....	64 00
Upper Bertrand.....	N.B.....	104 00	Upper Wedgeport.....	N.S.....	59 30
Upper Big Tracadie.....	N.S.....	65 50	Upper West New Harbour.....	N.S.....	50 50
Upper Blackville.....	N.B.....	352 15	Upper West Pubnico (opened 18-10-23).....	N.S.....	90 00
Upper Blandford.....	N.S.....	87 50	Upper Whitehead.....	N.S.....	19 00
Upper Branch.....	N.S.....	105 70	Upper Wood Harbour.....	N.S.....	51 50
Upper Brighton.....	N.B.....	78 78	Upsalquitch.....	N.B.....	311 87
Upper Buctouche.....	N.B.....	60 00	Urbana.....	N.S.....	177 45
Upper Burlington.....	N.S.....	180 05	Urquharts (closed 30-6-23).....	N.B.....	2 60
Upper Cape.....	N.B.....	79 00	Usa.....	Ont.....	27 50
Upper Caraqueet.....	N.B.....	430 60	Usherville.....	Sask.....	39 00
Upper Charlo.....	N.B.....	336 00	Usona.....	Alberta.....	80 00
Upper Chelsea.....	N.S.....	84 00			
Upper Clyde River.....	N.S.....	74 00			
Upper Derby.....	N.B.....	145 00	Vachon.....	P.Q.....	96 96
Upper Dorchester.....	N.B.....	151 25	Valbrand.....	Sask.....	153 00
Upper Dover.....	N.B.....	25 00	Valcartier Village.....	P.Q.....	300 00
Upper Dundee.....	N.B.....	29 00	Val d'Amour.....	N.B.....	44 00
Upper Economy.....	N.S.....	88 50	Valdor.....	P.Q.....	69 30
Upper Falmouth.....	N.S.....	225 00	Vale.....	Alberta.....	38 50
Upper Gaspereau.....	N.B.....	42 00	Valencay.....	P.Q.....	133 20
Upper Glencoe.....	N.S.....	21 00	Valenciennes.....	P.Q.....	34 75
Upper Glen Road.....	N.S.....	9 00	Valentia.....	Ont.....	222 26
Upper Golden Grove.....	N.B.....	14 60	Vale Perkins.....	P.Q.....	187 75
Upper Goshen.....	N.B.....	21 25	Valeport.....	Sask.....	118 58
Upper Grand Mira.....	N.S.....	60 00	Valhalla.....	Alberta.....	90 00
Upper Greenwood.....	N.B.....	63 25	Valin.....	P.Q.....	30 05
Upper Hampstead.....	N.B.....	44 48	Valjean.....	Sask.....	536 21
Upper Hat Creek.....	B.C.....	57 00	Vallée Ste. Claire.....	Sask.....	90 25
Upper Keswick.....	N.B.....	134 00	Valleville.....	P.Q.....	66 75
Upper Kinsburg.....	N.S.....	86 30	Valley Centre.....	Sask.....	75 25
Upper Kintore (closed 31-10- 23).....	N.B.....	5 00	Valley Mills.....	N.S.....	35 00
Upper La Have.....	N.S.....	318 70	Valley Station.....	N.S.....	20 00
Upper Lakeville.....	N.S.....	64 50	Vallican.....	B.C.....	92 00
Upper Lawrencetown.....	N.S.....	13 60	Valmont.....	P.Q.....	260 73
Upper Leitch's Creek.....	N.S.....	12 50	Val Marie.....	Sask.....	66 00
Upper Loch Lomond.....	N.B.....	57 50	Val Morin Station.....	P.Q.....	430 60
Upper Main River.....	N.B.....	64 00	Valois.....	P.Q.....	(b)
Upper Margaree.....	N.S.....	30 00	Val Ombreuse.....	P.Q.....	60 00
Upper Middleboro.....	N.S.....	107 40	Valpoys.....	Man.....	46 00
Upper Middle River.....	N.S.....	77 00	Valrita (late Secord).....	Ont.....	121 00
Upper Mills.....	N.B.....	39 25	Val Soucy.....	Alberta.....	37 00
Upper Nappan.....	N.S.....	20 45	Vanarsdol.....	B.C.....	123 10
Upper Nelson.....	N.B.....	59 20	Vance.....	Sask.....	84 00
Upper New Cornwall.....	N.S.....	81 00	Vanbrugh.....	Ont.....	39 00
Upper New Harbour.....	N.S.....	191 05	Van Bruyssel.....	P.Q.....	603 75
Upper New Horton.....	N.B.....	78 00	Vancouver Sub-Office No. 24	B.C.....	(a)
Upper New Port.....	N.S.....	140 75	Vancouver North Arm.....	B.C.....	
Upper North River.....	N.S.....	18 00	Vancouver Sub-Office No. 30	B.C.....	
			Vandry.....	P.Q.....	351 75

(a) For revenue see under Vancouver Sub-Offices. (b) For revenue see under Montreal Sub-Offices.

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Vandyne.....	Alberta...	39 50	Vincennes	P.Q.....	347 18
Vanesti.....	Alberta...	65 00	Vinotit.....	P.Q.....	50 70
Vankoughnet...	Ont.....	108 30	Vinsulla.....	B.C.....	82 16
Vannes.....	Man.....	48 75	Vinton.....	P.Q.....	242 50
Vanrena.....	Alberta...	175 00	Virgil.....	Ont.....	193 00
Varsity View...	Man.....	77 00	Virginia East...	N.S.....	40 50
Vassar.....	Man.....	665 21	Vivian.....	Ont.....	62 00
Vauban.....	P.Q.....	270 25	Vivian Station...	Man.....	245 00
Vaucuse.....	P.Q.....	295 90	Vogar.....	Man.....	123 00
Vaughan.....	N.S.....	208 10	Vogler's Cove...	N.S.....	437 94
Vauquelin.....	P.Q.....	10 55	Volmer.....	Alberta...	60 18
Vautour.....	N.B.....	71 50	Waba.....	Ont.....	258 75
Vauvert.....	P.Q.....	332 00	Wabasca.....	Alberta...	172 62
Vavenby.....	B.C.....	243 00	Wabassee.....	P.Q.....	68 00
Vedder Crossing...	B.C.....	167 00	Wadden Cove...	N.S.....	20 50
Veletta.....	Ont.....	60 75	Wadhams.....	B.C.....	513 25
Vendée.....	P.Q.....	69 00	Wagarville.....	Ont.....	131 35
Venlaw.....	Man.....	44 06	Wahstao.....	Alberta...	46 60
Vennachar.....	Ont.....	172 70	Waitville.....	Sask.....	68 15
Verbois.....	P.Q.....	69 00	Wako.....	Ont.....	176 68
Verdant Valley	Alberta...	18 50	Waldeck Line...	N.S.....	95 00
Vermilion Bay...	Ont.....	321 35	Walden.....	N.S.....	47 00
Verna.....	Sask.....	23 00	Waldsee.....	Man.....	99 00
Vernal.....	N.S.....	25 00	Walkerburn.....	Man.....	31 40
Verndale.....	Sask.....	37 15	Walkers Cutting...	P.Q.....	127 00
Vernon Mines...	N.S.....	21 00	Walkers Point...	Ont.....	143 53
Vernon River...	P.E.I.....	344 25	Walkerville.....	N.S.....	105 00
Vestfold.....	Man.....	21 10	Walkleyburg...	Man.....	6 00
Vesuvius.....	N.S.....	26 50	Wallace Highlands...	N.S.....	25 00
Victoria.....	N.S.....	74 30	Wallace Mill.....	P.Q.....	9 00
Victoria Sub-Office No. 6...	B.C.....	(a)	Wallace Station...	N.S.....	216 33
Victoria Sub-Office No. 9...	B.C.....	(a)	Wallard.....	Sask.....	212 00
Victoria Sub-Office No. 10...	B.C.....	(a)	Wallbrook.....	N.S.....	60 00
Victoria Sub-Office No. 11...	B.C.....	(a)	Wallmore.....	Man.....	11 00
Victoria Beach...	N.S.....	399 00	Walnut Grove...	B.C.....	93 30
Victoria Beach...	Man.....	534 50	Walpole Island...	Ont.....	132 27
Victoria Bridge...	N.S.....	63 75	Wampum.....	Man.....	83 00
Victoria Corners	Ont.....	52 28	Wamsley.....	Ont.....	57 99
Victoria Harbour...	N.S.....	52 25	Wandsworth.....	Sask.....	29 00
Victoria Line.....	N.S.....	20 00	Wanganui.....	Sask.....	21 00
Victoria Mines...	N.S.....	101 65	Wanikewin (summer office)...	Ont.....	29 00
Victoria Vale.....	N.S.....	185 25	Waniska.....	Sask.....	41 55
Victory.....	N.B.....	21 00	Wapashoe.....	Sask.....	17 00
Victory Hill (opened 1-7-23)...	Sask.....	31 00	Wapske.....	N.B.....	417 50
Vidir.....	Man.....	89 05	Warburg.....	Alberta...	29 80
Vieille Eglise...	P.Q.....	237 50	Wardrobe.....	Ont.....	422 45
Vien.....	P.Q.....	106 00	Ward's Brook...	N.S.....	174 80
Vienneau.....	N.B.....	40 00	Warmley.....	Sask.....	21 00
Viewmount (opened 1-7-23)...	N.S.....	41 00	Warrensville...	Alberta...	12 00
Vigilant.....	Sask.....	16 50	Warwick.....	Alberta...	282 50
Villa des Lacs (opened 3-7-23)...	P.Q.....	51 00	Wasaga Beach (late Hector, 2-7-23).....	Ont.....	471 00
Villagedale.....	N.S.....	80 75	Wasel.....	Alberta...	91 95
Village des Chutes...	P.Q.....	65 25	Washabuck Bridge...	N.S.....	14 40
Village La Prairie...	N.B.....	9 80	Washabuck Centre...	N.S.....	39 00
Village St. Augustin...	N.B.....	30 00	Wasing.....	Ont.....	67 25
Village St. Croix...	N.B.....	40 00	Wassewa (closed 30-6-23)...	Man.....	1 60
Village St. Iréné...	N.B.....	6 50	Wastina.....	Alberta...	51 48
Village St. Jean.....	N.B.....	19 25	Watabeag.....	Ont.....	62 00
Village St. Joseph (opened 1-9-23).....	N.B.....	18 00	Waterfield.....	Sask.....	81 77
Village St. Paul.....	N.B.....	39 50	Waterford.....	N.S.....	106 01
Village St. Pierre...	N.B.....	34 60	Waterford.....	N.B.....	142 00
Ville Bouvier.....	Sask.....	20 25	Waterhen.....	Man.....	24 50
Villefranche.....	Sask.....	25 00	Waterloo.....	N.S.....	29 50
Ville Guay.....	P.Q.....	91 00	Waternish.....	N.S.....	80 00
Villemay.....	P.Q.....	310 00	Waters.....	Ont.....	59 24
Ville Réal.....	P.Q.....	26 00	Waterside.....	N.S.....	57 00
Villeroy.....	P.Q.....	181 87	Waterton Park...	Alberta...	236 30
Vimy Ridge.....	Ont.....	214 00	Watervale.....	N.S.....	54 25
Vinca.....	Alberta...	21 00	Waterways.....	Alberta...	312 87

(a) For revenue see under Victoria Sub-Offices.

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Watford.....	N.S.	52 50	West Ditton.....	P.Q.	15 10
Watling.....	N.B.	20 00	West Dublin.....	N.S.	33 00
Watt Lake (opened 15-9-23)...	Alberta...	27 00	Westerdale.....	Alberta...	72 50
Watts.....	Alberta...	457 50	West Erinville.....	N.S.	51 99
Watun River (opened 16-11-23)	B.C.	22 50	Westerham.....	Sask.	173 00
Watt Section, Sheet Harbour	N.S.	157 00	Westerleigh.....	Sask.	11 97
Wattsford.....	Alberta...	30 00	Westerly.....	N.S.	13 60
Waubamick.....	Ont.	99 95	Western Head.....	N.S.	82 20
Waugh.....	N.B.	77 00	Westfield.....	N.S.	49 90
Waugh.....	Alberta...	156 75	Westfield Centre.....	N.B.	402 85
Waugh's River.....	N.S.	188 00	West Flamborough.....	Ont.	316 60
Waupees.....	Ont.	310 27	West Glassville.....	N.B.	77 35
Waverley.....	Ont.	263 95	West Glenmount (closed 11-		
Wavy Bank.....	Man.	26 45	12-23).....	N.S.	16 42
Wa Wa Hotel (summer office)	Ont.	445 00	West Guildford.....	Ont.	168 50
Wawashkesh (summer office)	Ont.	420 00	Westhazel.....	Sask.	64 00
Waweig.....	N.B.	112 50	West Head.....	N.S.	330 10
Waybrook.....	Alberta...	29 75	West Jeddore.....	N.S.	203 24
Wayerton.....	N.B.	17 50	Westlake.....	Sask.	30 51
Weald.....	Alberta...	110 88	West Lakevale.....	N.S.	26 00
Wealthy.....	Alberta...	23 25	West Lawrencetown.....	N.S.	83 75
Weatherley.....	N.S.	72 25	West Liscomb.....	N.S.	47 00
Weaver.....	N.B.	45 35	West Lochaber.....	N.S.	24 00
Weaver Settlement.....	N.S.	38 00	West Mabou Harbour.....	N.S.	15 00
Weaver Siding.....	N.B.	30 00	West Middle Saddle.....	N.S.	80 55
Weiden (late Oakbrae (1-7-23)	Man.	40 30	West Newdy Quoddy.....	N.S.	201 70
Weirstead.....	P.Q.	114 55	West Northfield.....	N.S.	132 70
Welby.....	Sask.	273 50	West Petpeswick.....	N.S.	40 25
Welland Junction.....	Ont.	204 15	West Plains (opened 1-10-23)	Sask.	60 00
Wellfield Settlement.....	N.B.	20 00	West Port Clyde.....	N.S.	88 70
Welling.....	Alberta...	77 00	West Quaco.....	N.B.	330 50
Wellington.....	N.S.	118 70	West River.....	N.B.	60 00
Wellington Station.....	N.S.	88 08	West Roachvale.....	N.S.	52 25
Wells.....	N.B.	35 00	West Rosaireville.....	N.B.	48 50
Wells Brook.....	N.B.	42 50	West St. Andrews.....	N.S.	24 00
Wellsdale.....	Alberta...	52 00	West Shore.....	Sask.	265 75
Wellsville.....	Alberta...	17 00	West Side of Middle River.....	N.S.	101 50
Welsford Road (closed 30-6-			West Springhill.....	N.S.	31 75
23).....	N.S.	1 25	West Tarbot.....	N.S.	29 50
Wenham Valley.....	Alberta...	40 25	West Tatamagouche.....	N.S.	28 00
Weno.....	Alberta...	33 25	Westward Ho.....	Alberta...	91 00
Wensley.....	Ont.	111 00	West Waterville.....	N.B.	26 00
Wentworth.....	N.S.	106 00	West Wingham.....	Alberta...	143 05
Wentworth Creek.....	N.S.	17 50	Wexford.....	Ont.	77 75
Wentworth Station.....	N.S.	346 00	Weymouth Falls.....	N.S.	48 50
Wentzell's Lake.....	N.S.	70 00	Weymouth Mills.....	N.S.	195 00
Wesleyville.....	Ont.	108 00	Whalen Island (summer		
West Advocate.....	N.S.	61 65	office).....	Ont.	132 00
West Alba.....	N.S.	45 00	Wharcliffe.....	Ont.	139 40
West Apple River.....	N.S.	25 55	Wharton.....	N.S.	32 00
Westasta Valley.....	Sask.	29 00	Whatcheer.....	Alberta...	65 80
West Aylwin.....	P.Q.	219 01	Wheat Centre.....	Alberta...	40 75
West Baccaro.....	N.S.	36 95	Wheatley River.....	P.E.I.	108 03
West Bay Centre.....	N.S.	101 69	Wheaton Mills.....	N.B.	55 00
West Bay Road.....	N.S.	439 36	Wheaton Settlement.....	N.B.	83 20
West Berlin.....	N.S.	155 00	White.....	Ont.	22 50
West Branch, St. Nicholas			Whitebeech.....	Sask.	89 51
River.....	N.B.	96 50	White Deer.....	P.Q.	119 39
Westbridge.....	B.C.	294 04	White Fish Lake.....	P.Q.	24 00
Westbrook.....	N.S.	401 75	White Fox.....	Sask.	86 60
Westbury Basin (closed 31-5-			Whitehall.....	Ont.	85 02
23).....	P.Q.	Nil	White Head, Percé.....	P.Q.	239 70
West Caledonia.....	N.S.	79 50	White Lake.....	B.C.	5 00
Westchester.....	N.S.	22 00	Whitemud.....	Sask.	20 50
Westchester Lake.....	N.S.	28 00	White Point.....	N.S.	34 50
West Chezzetcook.....	N.S.	190 00	White Rapids.....	N.B.	45 00
West Clifford.....	N.S.	76 00	White Rock Mills.....	N.S.	298 63
Westcock.....	N.B.	73 00	White Sand (closed 31-12-23)	Sask.	5 00
West Cook's Cove.....	N.S.	30 00	White's Brook.....	N.B.	523 33
Westcott.....	Alberta...	61 00	White's Corner.....	N.S.	77 00
West Demars.....	B.C.	205 60	White's Cove.....	N.B.	332 25
West Devon.....	P.E.I.	262 50	Whiteside.....	Ont.	181 00

Non-Accounting Post Offices—Continued

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Whiteside.....	N.S.	104 92	Wine Harbour.....	N.S.	169 75
White's Lake.....	N.S.	54 00	Wine River.....	N.B.	33 35
White's Mills.....	N.B.	19 00	Wingard.....	Sask.	91 00
White's Mountain.....	N.B.	13 00	Wingle.....	Ont.	62 00
White Settlement.....	N.B.	35 00	Wingello.....	Sask.	50 00
Whitestone.....	Ont.	186 95	Winnington (closed 30-11-23)...	Alberta...	Nil
White Sulphur (re-opened 1-1-24).....	B.C.	15 00	Winnipeg, Derry (1-4-23).....	Man.	(a)
White Star.....	Sask.	34 00	Winnitoba (opened 10-12-23)...	Man.	26 30
Whitewood Grove.....	Ont.	123 75	Winsloe.....	P.E.I.	246 50
Whitewood Hills.....	Sask.	20 00	Winslow South.....	P.Q.	20 00
Whitkow.....	Sask.	112 75	Winthorpe.....	Sask.	99 00
Whitney.....	N.B.	187 50	Winton.....	Sask.	59 50
Whittome (opened 16-7-23)...	Sask.	126 00	Wisdom.....	Alberta...	36 75
Whitworth (re-opened 5-11-23)...	P.Q.	169 12	Wishart.....	Sask.	251 90
Whyecomagh Bay (North side).....	N.S.	18 00	Wishart Point.....	N.B.	75 00
Whyecomagh Mount.....	N.S.	10 00	Wisla.....	Man.	24 00
Whyecomagh Portage.....	N.S.	15 00	Wiste.....	Alberta...	127 05
Whytecliffe.....	B.C.	258 43	Wistaria.....	B.C.	195 22
Whytewold.....	Man.	313 20	Witchekan.....	Sask.	212 10
Wickham.....	N.B.	164 75	Wittenburg.....	N.S.	84 50
Widewater (opened 1-11-23)...	Alberta...	141 28	Wiwa Hill.....	Sask.	33 75
Wien.....	Alberta...	11 85	Woermke.....	Ont.	39 60
Wiggins.....	Sask.	46 10	Wolf Creek.....	Alberta...	202 74
Wikwemikong.....	Ont.	128 20	Wolf Lake.....	P.Q.	176 82
Wilburn.....	N.S.	32 00	Wolverton.....	Ont.	465 75
Wildmere.....	Alberta...	226 70	Woman River.....	Ont.	414 17
Wild Rose.....	Sask.	95 60	Wood.....	Ont.	30 00
Wile Settlement.....	N.S.	33 00	Wood Bay.....	Man.	161 50
Wileville.....	N.S.	16 00	Woodbend.....	Alberta...	23 80
Wilfrid.....	Ont.	169 15	Woodbine.....	N.S.	20 00
Willard (re-opened 15-8-23)...	Man.	38 70	Woodbourne.....	N.S.	35 50
Willard Mills.....	P.Q.	38 00	Woodburn.....	Ont.	Nil
Willesden Green.....	Alberta...	78 50	Woodfield.....	N.S.	30 25
William.....	P.Q.	58 25	Woodfield.....	Man.	32 25
Williamsdale.....	N.S.	39 00	Woodglen.....	Alberta...	32 00
Williams Point (re-opened 1-2-24).....	N.S.	5 64	Woodhouse.....	Alberta...	198 03
Williams Siding.....	B.C.	70 50	Woodington.....	Ont.	166 25
Willisville.....	Ont.	166 92	Wood Island.....	N.B.	40 00
Willoughby.....	B.C.	150 25	Wood Islands, West.....	P.E.I.	41 50
Willowdale.....	Ont.	1,103 95	Wood Lake.....	N.B.	18 00
Willowdale.....	N.S.	43 65	Woodmore.....	Man.	93 50
Willowfield.....	Sask.	12 15	Woodpecker.....	B.C.	180 41
Willowford.....	B.C.	109 10	Wood Point.....	N.B.	117 50
Willow Grove.....	N.B.	81 00	Woodridge.....	Man.	513 49
Willow Hill.....	Sask.	23 50	Wood River.....	Alberta...	46 50
Willowlea.....	Alberta...	68 00	Woodroffe.....	Ont.	320 50
Willow River.....	B.C.	658 44	Woodroyd.....	Man.	20 05
Willowvale.....	Sask.	53 60	Woodside.....	P.Q.	60 10
Willowview.....	Man.	35 55	Woodside.....	Man.	110 75
Willmot (closed 30-4-23)...	N.S.	00 26	Woodside.....	N.B.	69 59
Willmot Valley.....	P.E.I.	88 10	Woodvale.....	N.S.	59 85
Wilson.....	Ont.	70 00	Woodville.....	N.S.	54 85
Wilson Creek.....	B.C.	148 44	Woodville.....	N.B.	19 50
Wilson Lake.....	Sask.	24 00	Woodward's Cove.....	N.B.	301 65
Wilson Landing.....	B.C.	55 83	Wordsworth.....	Sask.	438 50
Wilson's Corners.....	P.Q.	128 00	Woolchester.....	Alberta...	44 50
Wilson Cove.....	N.S.	50 75	Wreck Cove.....	N.S.	90 70
Wilson's Mills.....	P.Q.	46 50	Wrightville.....	Sask.	66 50
Wilson's Point.....	N.B.	12 50	Wrigley (late Fort Wrigley)...	Alberta...	Nil
Wimmer.....	Sask.	299 44	Wyborn.....	Ont.	30 80
Windigo.....	P.Q.	811 25	Wyatt Bay.....	B.C.	643 23
Windsor Junction.....	N.S.	331 15	Wycollar.....	Sask.	233 30
Windsor Lake.....	Sask.	36 65	Wycombe.....	Ont.	234 60
Windygates.....	Man.	122 00	Wylie.....	Ont.	120 45
Windy Lake.....	Ont.	156 90	Wynot.....	Sask.	105 10
			Wyse's Corner.....	N.S.	60 00
			Wyvern.....	N.S.	37 00
			Yankee Harbour.....	N.S.	21 00
			Yarm.....	P.Q.	95 37

(a) For revenue see under Winnipeg Sub-Offices.

SESSIONAL PAPER No. 30

Non-Accounting Post Offices—*Concluded*

Name of Post Office	Province	Revenue	Name of Post Office	Province	Revenue
		\$ cts.			\$ cts.
Yarmouth Centre.....	Ont.....	105 50	Zalicia.....	Man.....	65 00
Yarrow.....	B.C.....	145 00	Zant.....	Man.....	27 00
Yates.....	Alberta...	44 25	Zawale.....	Alberta...	57 50
Yearley's.....	Ont.....	120 00	Zbaraz.....	Man.....	15 50
Yeoman's.....	Sask.....	144 70	Zenon Park.....	Sask.....	231 05
Yennadon (closed 31-8-23)...	B.C.....	29 12	Zeta.....	Ont.....	16 00
Yoder (opened 17-9-23).....	B.C.....	98 00	Zetland.....	Alberta...	140 00
Yone.....	N.B.....	20 00	Zhoda.....	Man.....	35 26
York Centre.....	P.Q.....	162 00	Zincton.....	B.C.....	46 00
York Mills.....	Ont.....	158 55	Ziska.....	Ont.....	112 00
Younghall.....	N.B.....	33 50	Zoldovara.....	Alberta...	6 00
Young's Cove.....	N.B.....	177 05	Zoria.....	Man.....	19 00
Ypres.....	Sask.....	50 00			

DOMINION OF CANADA

REPORT

OF THE

MINISTER OF PUBLIC WORKS

ON THE

WORKS UNDER HIS CONTROL

FOR THE

FISCAL YEAR ENDED MARCH 31

1924

Submitted in Accordance with the Provisions of Chapter 39, Section 34, of the
Revised Statutes of Canada

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

F. A. ACLAND

PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1925

*To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B.,
G.C.M.G., M.V.O., Governor General and Commander in Chief of the
Dominion of Canada.*

I have the honour to lay before Your Excellency the Report of the Department of Public Works of Canada, for the fiscal year ended March 31, 1924.

I have the honour to be, sir,

Your Excellency's most obedient servant,

J. H. KING,
Minister of Public Works.

OTTAWA, December 5, 1924.

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REPORT
OF THE
DEPUTY MINISTER OF PUBLIC WORKS
FOR THE
FISCAL YEAR ENDED MARCH 31, 1924

DEPARTMENT OF PUBLIC WORKS, CANADA,

OTTAWA, December 1, 1924.

Hon. J. H. KING, M.D.,
Minister of Public Works,
Ottawa, Ont.

SIR,—I have the honour to submit the report of the Department of Public Works for the fiscal year ended March 31, 1924.

EXPENDITURE

The total expenditure incurred by the department during the fiscal year 1923-24 on its various works of construction, maintenance and operation amounted to the sum of \$16,591,099.48.

The details of this outlay may be classified as follows:—

Harbour and river works.. . . .	\$ 5,772,800 33
Dredging, plant, etc..	2,004,433 71
Roads and bridges.. . . .	43,234 67
Public buildings.. . . .	7,223,545 60
Telegraphs.. . . .	940,677 72
Miscellaneous.. . . .	606,407 45
	<hr/>
	\$16,591,099 48

As compared with the total for last year, there is an increase of \$2,308,020.95, accounted for by increased expenditure on harbours and rivers of \$730,000, on dredging of \$623,000, on public buildings of \$1,000,000, miscellaneous \$12,000; the decrease being \$41,000 for roads and bridges and \$19,000 for telegraphs.

REVENUE

The revenue for the year amounted to the sum of \$679,509.06, and is made up as follows:—

Graving docks.. . . .	\$117,562 56
Rents.. . . .	102,808 75
Telegraphs.. . . .	284,328 30
Casual revenue.. . . .	174,100 45
Ferries.. . . .	709 00
	<hr/>
	\$679,509 06

As compared with last year there is a decrease of \$105,021.48. The decrease in rentals amounts to \$36,309.39, in telegraph service to \$12,105.41 (in arriving at this decrease no account is taken of the sum of \$10,396.77, casual revenue, made up as follows):—

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Rent received for Parkesville-Alberni Line, B.C.	\$ 80 50
Rent of cable ship <i>Tyrian</i> repairing cable for Pacific Cable Board.	2,513 00
Sale of line Baie St. Paul to Chicoutimi.	4,333 00
Sale of sundry disused buildings and equipment in Saskatchewan..	3,470 27

in general casual revenue \$77,595.01; and in ferry tolls \$1,634; the only increase in revenue during the year being \$12,225.56 received from the graving docks.

During the year the excise tax paid the Department of Customs and Excise in connection with telegraph service amounted to \$6,593.97, an increase of \$3,378.25 over the amount paid last year.

HARBOUR AND RIVER WORKS

The total expenditure in this branch was \$5,772,800.33, which is \$730,-053.54 more than last year's outlay.

The following is a list of the works which have been completed during the year:—

Nova Scotia.—Battery Point, extension to north breakwater; Burlington Centre, extension to wharf; Canso, wharf; East Sandy Cove, wharf; Friar's Head, breakwater; Lockport, wharf extension; Port Hood, reinforcing block; Port Latour, rebuilding breakwater; Smith Cove, breakwater extension.

New Brunswick.—Black's Harbour, floating slip; Great Salmon River, extension to west breakwater; Inkerman, wharf; Petit Rocher, cribwork block.

Quebec.—Bromptonville, protection work; Caplan River, western breakwater extension; Chicoutimi, shed and waiting room; Contrecoeur, reinforcing head block; Grand River, wharf extension; L'Islet, wharf extension; Mekinae, wharf; New Carlisle, west breakwater extension; Notre Dame de la Salette, wharf; Petit Bonaventure, wharf extension; Rivière du Lièvre, reconstruction of retaining wall; Sorel, reconstruction of section of high level wharf; Ste. Anne de Sorel, breakwater; St. Barthélemy, wharf; St. George de Malbaie, wharf; St. Omer, wharf extension; Terrebonne, protection wall.

Ontario.—Aultsville, wharf; Blind River, wharf reconstruction; Bracebridge, breakwater; Fort William (Mission River), breakwater extension; Haileybury, wharf reconstruction; Mill Haven, wharf; Port Colborne, completion of two sections of west breakwater; Sturgeon Falls, wharf; Whitby, construction of retaining wall.

Manitoba.—Portage la Prairie, sewerage extension; Winnipegosis, wharf.

Saskatchewan.—Craven dam.

Alberta.—Waterways wharf.

British Columbia.—Alberni, float; Anglemont, wharf; Bentinck Island, boat landing; Burwood Bay, float; Canoe, wharf extension; Cowichan Lake, wharf; Digby Island, float; Esquimalt, boat landing; Fanny Bay, wharf; Haysport, boat landing; Lockport, wharf; Lyall Harbour, float; Maples, float; Nanaimo, wharf; San Josef Bay, wharf; Sea Otter Cove, float; Yukon River, improvements.

The following works under contract were unfinished at the end of the fiscal year:—

Nova Scotia.—Broad Cove Marsh, replacement of breakwater wharf; Dartmouth, pier; Ingonish Bay, breakwater reconstruction; Meteghan, wharf extension; Port Lorne, breakwater extension; Tiverton, breakwater extension; St. Francis Harbour, breakwater.

Prince Edward Island.—Belle River, extension to breakwater; Beach Point, wharf construction.

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New Brunswick.—Courtenay Bay, improvements; Cocagne Cape, wharf; Caraquet, reconstruction of wharf; Robichaud's Landing, wharf; St. John West, potato shed.

Quebec.—Boischatel, wharf; Baie St. Paul, wharf; Cannes de Roches, breakwater extension; Grondines, wharf; Lotbinière, wharf; Matane, wharves; Port au Persil, wharf; St. Antoine de Tilly, wharf extension; Ste. Croix, wharf extension; St. Pierre les Becquets, wharf reconstruction; Rimouski, reconstruction of wharf; Tadoussac, extension to head block.

Ontario.—Belle river, protection wall; Burlington channel, reconstruction south pier; Cobourg, reconstruction of pier; McGregor's Creek, renewal revetment wall; Lefaivre, reconstruction public wharf; Port Arthur, rubble mound breakwater; Port Stanley, construction east pier and sheet pile wall; Pembroke, reconstruction of Public wharf; Sault Ste. Marie, warehouse on Government wharf; Toronto, western breakwater, and reconstruction of east pier and east channel; Thessalon, extension to breakwater.

British Columbia.—Arrow Park, reconstruction wharf; Fraser's Landing, reconstruction wharf; Harrop, floating wharf; Port Renfrew, reconstruction wharf and approach; Schooner Passage, reconstruction office building and boat landing; Steveston Jetty, third section of jetty mouth Fraser river; Ragged Island (Grief Point), boom construction; West Nicomen Island, bank protection work.

Esquimalt Dry Dock.—The construction of the graving dock at Skinner's Cove, Esquimalt Harbour, for which a contract was let in January, 1921, to Peter Lyall and Sons Construction Company, Limited, was proceeded with. The estimated cost of this dock, exclusive of equipment, is placed at \$4,950,000.

During the year the amount earned by the contractors was \$1,051,450. The amount previously earned was \$1,787,099, making the total value of the work done to March 31, 1924, \$2,838,549.

The failure of the main cofferdam, which occurred on January 2, 1923, resulted in a suspension of work for a period of approximately five months. The cofferdam was strengthened and made tight, and since work was resumed, has not shown further indications that it will not prove sufficient.

In February, 1924, a contract was awarded to Messrs. Hodgson, King and Marble for the supply and installation of machinery required for the operation of this dock at an approximate amount of \$312,091.

DREDGING

The sum expended under this heading amounted to \$2,004,433.71, which is \$623,531.32 greater than the outlay of the previous year.

One tug and one scow, for which the department had no further use, were disposed of.

In British Columbia operations were continued in the Fraser river North arm, the Fraser river main channel, and work was performed at other points on this river. Work was also performed at various points in Victoria Harbour. The other principal places at which dredging was done are Annieville, Carroll's, Graham's, Kootenay Landing, New Westminster, Nanaimo, Port Mann, Salmon Arm, Sidney, Two Beacon Bar, Vancouver and Yingling's.

In Alberta the deepening of Horse creek, between Plamondon and Lac La Biche, was continued.

In Manitoba, navigation was maintained on the Red river and at points on lake Winnipeg. The dredging of a channel in Cumberland lake was commenced and dredging was continued at the entrance channel at Big George island and Winnipegosis.

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In Ontario dredging was completed in the mouth of McIntyre river at Port Arthur to give safer access to ships coming into the elevators, and considerable dredging was done in the way of harbour improvements. The improvement in the St. Mary's river at Sault Ste. Marie was continued and dredging done at Byng Inlet, Bowmanville, Collingwood, Cobourg, Fort William, Goderich, Hamilton, Little Current, Mitchell's Bay, Midland, Port Hope, Point Traverse, Port Burwell, Port Stanley, Penetanguishene, Toronto and Whitby, in the interest of the large water-borne commerce at these places.

In Quebec important dredging was done at Batiscan river, Contrecoeur, Murray Bay, Matane, Port Alfred, Rivière du Loup, River St. Charles, Saguenay and Ste. Emélie.

In New Brunswick dredging was continued in the Miramichi river, and was also done in the deep water berths at St. John and at Nelson and Shippigan.

In Nova Scotia important works were done at Digby, La Have, Lunenburg, Moucilliers Passage, Pictou, Port Hawkesbury, Port Hood, Riverport, Sydney and Yarmouth.

In Prince Edward Island considerable work was done in cleaning up different wharves at Charlottetown and there was also dredging performed at Brudenell, Georgetown, Montague, Mount Stewart and Panmure island.

Special reports, to the number of ninety-three, were forwarded to the Department of Marine covering the works of dredging performed during the season, so that mariners might be kept acquainted, by means of alterations of charts and notices to mariners, with such work as has been accomplished.

FERRIES

The tolls accrued from the 24 licenses issued amount to \$2,385. Of this amount \$709 was collected before the end of the fiscal year, the balance, viz.: \$1,677, being the amount due on the ferry running between Rockcliffe, Ont., and Gatineau Point, Que., which amount has since been paid, but too late to be included in the returns for 1923-24. No new licenses were granted during the year.

PUBLIC BUILDINGS

The sum expended on construction, maintenance and repairs of public buildings throughout the Dominion was \$7,223,545.60, which is \$1,002,359.38 more than the outlay of last year. Of this amount \$1,818,560.13 was expended on construction and improvement of public buildings and \$5,404,985.47 in repairs and maintenance.

The following buildings and works were completed during the year:—

Nova Scotia.—Lawlor's Island Quarantine Station, large steel water storage tank.

Quebec.—Terrebonne public building.

Ontario.—Alexandria, public building; Toronto, Postal Station "K," Yonge street, new front; Ottawa Rideau Hall, new palm house; Experimental Farm, Chemical Laboratory, threshing barn.

British Columbia.—Victoria, Astrophysical Observatory, office building. The following works were still under contract at the close of the year:—

New Brunswick.—Sackville public building.

Ontario.—Alexandria public building, fittings; Kingston R.M.C., addition to dormitory; Ottawa, Parliament Buildings; Archives, addition; Experimental Farm, Botanical Laboratory.

The following works were also undertaken and completed:—

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MILITARY HOSPITALS

Halifax, N.S.—Campbell. Sundry repairs and alterations.

Ste. Anne de Bellevue, Que.—Improvements to heating system and power generating apparatus; repairs to roof.

Montreal.—Prince of Wales Hospital. Alterations, improvements and painting.

Toronto.—Orthopaedic Hospital. Alterations, additional radiation, new roofing over gymnasium and new elevator installed.

Burlington, Ont.—Hospital. Drainage for annex building and fire-escapes provided.

London, Ont.—Westminster Hospital. Improvements made to pavilions "C" and "H" and in recreation hall. Repairs and improvements to nurses' home and new heating apparatus installed in superintendent's residence.

Vancouver, B.C.—Shaughnessy Hospital. A plank pipe culvert was constructed under building from engine room to adjoining building and pipe trench excavated.

QUARANTINE HOSPITALS

Halifax, N.S.—Rockhead Hospital. Alterations to adapt building for minor infectious diseases hospital.

Quebec.—Savard Park Detention Building. Extensive alterations and changes in interior layout to adapt building for minor infectious diseases. Plumbing and drainage thoroughly overhauled. General repairs and improvements executed.

Bentinck Island, B.C.—Five leper huts, hospital, workshop and caretaker's cottage constructed, iron fence erected and well sunk.

Tracadie, N.B.—Lazaretto. Electric lighting system installed, and various repairs carried out.

MILITARY BUILDINGS

Kingston, Ont.—Headquarters, Military District. Former Military Hospital converted by National Defence into headquarters, Military District. This department installed two smokeless boilers and overhauled the heating system.

Winnipeg, Man.—Fort Osborne Barracks. Concrete pipe tunnels constructed and additional soil pipes laid.

ROYAL CANADIAN MOUNTED POLICE BARRACKS

Fairmont, B.C.—Improvements made to buildings and fire service extended to garage.

Arctic Circle.—Construction of huts, viz.: one main hut, one storehouse, one blubber house and one latrine.

LEASES

The cost of maintaining the public buildings was \$5,404,985.47, of which \$1,450,625.52 was paid out as rentals for buildings or parts of buildings occupied by different departments.

The number of leases in force at the end of the fiscal year was 425, an increase of two over the preceding year. As against the sum of \$1,249,625.90 paid in 1922-23, there is an apparent increase of \$200,999.62. This, however, does not represent an actual increase in rentals paid by the Government.

Previous to 1922-23, the rentals for the Department of Soldiers' Civil Re-establishment and the Soldier Settlement Board were charged to the demobilization vote. In 1922-23, sufficient appropriation was not taken to cover these rentals, with the result that \$119,352.29 could not be paid that year owing to the vote for rentals being exhausted, and that amount was paid from the 1923-24 vote. The rentals for 1922-23, therefore, actually mounted to \$1,368,978.19, and those for 1923-24 to \$1,331,273.23, a decrease of \$37,704.96, due mainly to the relinquishing of space formerly occupied by the Soldiers' Civil Re-establishment, and the Soldier Settlement Board, which was no longer required.

The following table shows the number of leases in force and rentals paid in each province (including the \$119,352.29 above mentioned):—

Nova Scotia..	20	\$ 9,598 64
Prince Edward Island..	5	933 29
New Brunswick..	16	12,609 64
Quebec..	71	160,986 41
Ottawa..	54	656,950 63
Ontario..	96	199,543 40
Manitoba..	34	62,765 57
Saskatchewan..	36	73,842 82
Alberta..	47	167,794 12
British Columbia..	44	104,941 00
Yukon..	2	660 00
	<hr/> 425	<hr/> \$1,450,625 52

RECONSTRUCTION OF PARLIAMENT BUILDINGS

No work was done towards the completion of the main tower, but construction work of minor importance was continued and alterations made as required. It is hoped, however, to make an early start on the tower next fiscal year, and to that end tenders were called for stone in March and details and cutting sheets were prepared for approval. The lighting of the House of Commons was improved. In the Senate Chamber, draperies were placed on the Throne, a chair and table for the Speaker and a woolsack provided. The bronze hand rail in the Main Hall was completed, and furniture and fittings were supplied to various offices and rooms.

The following is a detailed report of the progress made during the year:—

Exterior Masonry.—The balance of the thirty-three granite bases and concrete foundations to receive same for the new light standards have been set in place; twelve of these were in place before March 31, 1923, leaving a balance of twenty-one set during this fiscal year.

At the southwest corner of the building, the small angular space has been filled in with concrete to complete the concrete work for the new roadway at this point.

The roadway on the west elevation of the building was excavated and a new six-inch cast-iron water main was installed to replace the old water main which was badly eaten away. There was approximately 204 lineal feet of this pipe replaced, backfilled and concrete surface replaced ready for asphalt covering.

Interior Stone Marble Work and Masonry.—The marble base and lower courses of Tyndall Stone have been cut and set in place at the east end of the Senate Chamber immediately behind the Governor General's chair, also the marble has been drilled to receive the wrought iron rail for the gallery main entrance hall. Stone and marble have been received from France, England and Belgium to be used in the erection of the Memorial Chamber. The marble around the floor hinges at the bronze vestibule doors, main entrance, has been recut and set. At various points of the building necessary drilling has been

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done to attach fixtures, etc., as required. Openings were cut through the brick walls of the vaults underneath the Commons entrance hall for the purpose of ventilation.

Interior Woodwork.—Fifty-five picture frames have been made to receive pictures for the various rooms. Burlap screens were made for rooms Nos. 464, 667 and 114. Samples of proposed partitions dividing the east and west galleries of the House of Commons were placed in position, but it was decided not to install permanent ones. The doors to the Senate, Commons Chamber and the silent door in Room 212 have been covered with red and green baize. An oak chair rail has been installed in the cafeteria also shelves in the linen room on the sixth floor. New storm sash were made for room No. 222, and for large casement window in the mineral water stores off the serving room. New beaver board partitions were placed in room No. 170 to accommodate protective staff. A rough partition was installed at the entrance to the Tower off the Memorial Chamber to protect radiators and pipes from freezing. A new dais has been installed at the north end of the Senate Chamber to receive the Speaker's chair. The under flooring at this point was brought up to the level of the teak floor; wood framing for canopy over Governor General's chair set in place to receive draperies. The repairs to the desks and the front at the galleries have been made and all moulded and carved blocks securely fastened. Oil paintings were hung on walls on the sixth floor corridor and walls of dining room.

Bronze Work.—Mason safety treads have been installed on the steps at each side of the Senate Chamber. The bronze hand-rail for the Senate entrance stair is now placed in position and completed.

Painting and Glazing.—The main dining room, private dining rooms, cafeteria, kitchen, serving room and pantries have been redecorated. The walls in rooms Nos. 222, 269, 160A, 161A, 601 and 677 have been patched and redecorated. The ceilings in rooms Nos. 123, 327, 423, 512, 601, 607, 613 and 677 have been retinted. The north and east corridors on the sixth floor, the corridors on the east and west sides of the side galleries of the Commons Chamber have been repainted. All exterior doors have been revarnished and properly protected. The new lamp standards around the building have received two coats of black paint since erection. Miscellaneous items of painting throughout the building have been done and the Senate furniture revarnished and finished. The Coat of Arms on Speaker's Chair of Senate has been refinished in colour.

Wrought-Iron Work.—The new wrought-iron lamp standards around the building have been completed and erected. The hinges for the Senate entrance door are about eighty per cent finished. The railings for the mezzanine floor, main entrance hall, are completed ready to receive the bronze hand-rail. The hand-rail for the bridge over the Hall of Fame, north corridor third floor, is eighty per cent completed and ready for erection. Alterations were made for two five-unit light standards to be installed at the Speaker's entrance to the House of Commons, west elevation.

Modelling and Carving.—Models were made and cast in plaster for the carving and ornamental work on the new chair for the Speaker of the Senate Chamber. Models were made and cast, and carving has been completed for the north end of the Senate Chamber over the Governor General's chair, which includes small diaper course at each side of the Throne dais. The large lions on each side of the entrance to the Memorial Chamber have been cast ready for carving. Two large figures of Lion and Unicorn are being modelled and cast for the two small pedestals at the gallery level north gallery, Senate.

Roofing.—A new tar and gravel roof was placed over the connection between the main building and the main tower.

There have been no contracts let during the year or material purchased on orders. The average number of daily employees including foremen and office staff, during this year has been 32.

Architects' and Contractors' Claims for Additional Compensation

In view of the increased cost of the building, the architects submitted a claim for additional compensation and also a statement of additional expenditure for work done in the construction of the building over and above that covered by the original estimate of September, 1916; and after correspondence and investigation and following the principle of joint parliamentary authority which had been adopted in the administration of this contract, a Joint Committee composed of Messrs. Herbert Marler, M.P., Robert Forke, M.P., and J. F. White, M.P., was appointed to consider the question of additional compensation for the Architects. This committee adopted a basis for arriving at a fair payment to Mr. Pearson, as follows:—

Take the original building, estimated by the architects and contractors to cost, in round figures, \$5,000,000, ascertain what the building would have cost if it had been proceeded with without additions, alterations or changes whatever, by applying to the sum of \$5,000,000 a percentage which would be the average percentage of the increased percentage of labour and increased percentage for materials over the period of four years, comprising 1917, 1918, 1919 and 1920, taking the year 1916 as a basis. Add that amount to the \$5,000,000 and deduct the total arrived at from the total expenditure on the building and pay the architects five and one-half per cent (5½%) on the balance.

This committee reviewed the various items of additional work and the reasons for increased cost of labour and material, over and above that stated in original estimate of the cost of the work, and recommended as follows:—

“Under the circumstances and without reference to the technical legal aspects, the undersigned believe that a settlement with the architects, if it can be made on the basis of \$123,004.20, covering Mr. Pearson's services in full, and \$19,142.50, covering Mr. Marchand's services in full, or a total payment of \$484,335.63 to both architects, of which Mr. Pearson would receive \$412,344.92 and Mr. Marchand \$71,990.71, is advisable and that it is probably quite as good a settlement as would be obtained by further delay and litigation, particularly as an interest charge would likely be added to any amount recovered, whereas in the settlement proposed above interest is not contained in Mr. Pearson's statement.”

An Order in Council was passed under date of March 29, 1923, and the architects were paid the above amount.

For the completion of the Tower, a new arrangement has been entered into by which Mr. Pearson is to be paid a commission of 4½ per cent and Mr. Marchand ½ of 1 per cent on the estimated cost of the Tower (\$564,171). This includes tower clock and chimes but not the carillon.

After the claim of the architects had been settled, the contractors, Messrs. P. Lyall & Sons Construction Company, Limited, made a claim for \$360,000 additional compensation based on the increased cost of the building.

According to their contract, the contractors were to be paid a commission of 8 per cent on the total cost of the building up to the amount of four million dollars, and 7 per cent on the cost in excess of that amount up to a further sum

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of one million dollars, said cost to be exclusive of architects' and contractors' commission and cost of structural steel. The maximum commission of the contractors would, therefore, amount to \$390,000.

This claim was investigated by the same Joint Committee which dealt with the architects' claim, Messrs. Herbert Marler, M.P., Robert Forke, M.P., and J. F. White, M.P., and the following is the finding of that committee:—

1. The contractor to complete the Main Tower at a commission of 7 per cent on the cost of the work, plus his actual costs in Ottawa entering into and given directly to the work, these costs to be returned to him by the Government—the contractor to report directly to some authorized representative of the Department of Public Works.

2. The contractor to furnish necessary plant without further compensation and on the same basis as in the original contract. If this plant is held for this work longer than December 31, 1924, some supplementary arrangement then to be made for its further use, preferably by rental based on actual plant values.

3. The contractor to sign a full release for every claim of whatever nature he has or may have against the Government in connection with this work.

4. The contractor to accept as full compensation for work done to date the sum of \$253,217.79 to be paid forthwith subject to the contractor undertaking the erection and completion of the Tower and any work required of him in or around the Parliament Building, on the basis set out in clause No. 1 above.

An Order in Council was passed under date of June 27, 1923, and the contractors were paid the sum of \$253,217.79.

BAKER MEMORIAL

A memorial was erected to the memory of Lieutenant-Colonel George Herbert Baker, M.P. (5th C.M.R.), killed in action June 2, 1916, at the Battle of Sanctuary Wood, and was unveiled with impressive ceremony by His Excellency the Governor General on February 29, 1924.

This memorial is in the form of a bronze portrait statue and shows Lieutenant-Colonel Baker in field uniform with riding boots, standing in an easy attitude indicating readiness with repose. The statue stands on a pedestal and in a niche over which is a carved canopy surmounted by a heraldic lion. Appropriate inscriptions are inscribed on either side. The memorial is the work of Dr. R. Tait McKenzie, sculptor.

TELEGRAPHS

At the close of the fiscal year the pole mileage was 11,209½, wire mileage 13,820, cables 255½, with 1,192 offices.

The messages sent during the year aggregated 526,681, as compared with 519,561 for the preceding year, an increase of 7,120.

The expenditure on construction, repairs and maintenance was \$940,677.72, as against \$959,888.62 in the previous year, a further decrease of \$19,210.90 supplementing a decrease in 1922-23 of \$64,227.49.

As regards revenue, the net traffic revenue derived from the operation of the Government Telegraph Service during 1923-24 was \$273,931.53, showing a decrease between 1922-23 and 1923-24 of \$12,105.41, distributed amongst the various provinces as follows:—

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	Decrease.	Increase.
Alberta..	\$ 5,794 84	
Saskatchewan..	2,626 88	
Vancouver Island..	1,596 01	
Yukon..	5,166 15	
British Columbia mainland.. . . . .	....	\$4,424 95
Pelee Island.. . . . .	....	12 63
Magdalen Islands..	173 27	
Quarantine..	2 51	
SS. <i>Tyrian</i>	1 76	
Anticosti Island..	582 30	
Timiskaming lines..	666 19	
Quebec County.. . . . .	....	130 13
N.S.W. Bersimis..	218 51	
N.S.E. Bersimis.. . . . .	....	230 99
Dorchester County.. . . . .	....	94 45
Chatham-Escuminac.. . . . .	....	171 28
Cape Breton lines..	163 98	
Bay of Fundy lines..	177 44	
	<hr/>	<hr/>
	\$17,169 84	\$5,064 43
	5,064 43	
	<hr/>	<hr/>
Decrease..	\$12,105 41	

As shown above, the major portion of the deficit is due to the abandonment of lines in Alberta and Saskatchewan, as well as to general telegraph business depression in the West. All of our offices in Alberta and Saskatchewan show, during the past year, a reduction in business of approximately forty per cent. However, the decrease in revenue, in these two provinces, is almost doubly made up by reduced cost of operation which, during the past year, was \$17,164.90.

To meet a requirement of the Excise Act passed at the session of 1922, there was collected for the Department of Customs and Excise a tax of \$6,593.97 on all telegraphic business handled on the system.

NATIONAL GALLERY

The work of the National Gallery for the advancement and furtherance of the interest in art throughout Canada, has been vigorously and successfully, prosecuted during the year. In the war period and for some years subsequently, a very material reduction was made in the funds allotted for the purposes of the Gallery, but this year it was possible to increase its appropriation to the pre-war amount of \$100,000, with the result that important additions have been made to its collection of paintings and some much needed work of preservation and restoration accomplished in the case of many works which were in urgent need of attention.

A severe loss was sustained, this year, by the National Gallery as well as the cause of arts and letters generally, in Canada, by the death of Sir Edmund Walker, Chairman of the Board of Trustees, which occurred on March 28, 1924. For many years, Sir Edmund was one of the foremost patrons of art in the Dominion and despite the many demands upon his time, his zeal for public service was such that he gave unsparingly of his energies and great ability to promote the work of the Gallery in all its branches, so that it might become a distinct force and influence in the national life. He was appointed a member of the Advisory Arts Council in 1907, and was instrumental in securing the incorporation of the National Gallery by Act of Parliament in 1913, becoming the first Chairman of the Board of Trustees which position he retained until the date of his death. Without doubt, his directing genius and untiring

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efforts have been the most largely contributing factor in the success achieved by the National Gallery and the wide influence it has been able to exert within its special sphere in this country.

On behalf of the Government, the development and management of the Canadian Section of Fine Arts at the British Empire Exhibition was undertaken. All Canadian artists, whether resident at home or abroad, were invited to send in work which was judged by a body of representative Canadian artists consisting of F. S. Challener, R.C.A.; Clarence A. Gagnon, R.C.A.; E. Wyly Grier, R.C.A.; R. S. Hewton, A.R.C.A.; Arthur Lismer, A.R.C.A.; Horatio Walker, R.C.A., N.A.; Miss Florence Wyle, A.R.C.A. The resulting collection of paintings which was exhibited in the Palace of Fine Arts at Wembley attracted quite widespread attention.

The continued interest of the public in the attractions of the Gallery was amply evidenced by the number of visitors which reached the total of 100,000 during the year.

An increased demand continued for loan exhibitions of paintings and pictures, and exhibits were held this year in nineteen cities and towns from the Atlantic to the Pacific, as follows:—

Halifax, N.S.; Montreal, Que.; Hamilton, London, Port Arthur, Fort William, Sarnia, Stratford, Sudbury, Tillsonburg, Walkerville, Ont.; Winnipeg, Man.; Moose Jaw, Regina, Saskatoon, Sask.; Edmonton, Alta.; New Westminster, Vancouver, Victoria, B.C.

The principal accessions made to the collection was twenty-seven oil paintings and some water colours, the titles of which with the names of the authors will be found in the report of the Trustees of the National Gallery included in this volume.

Appended to this report will be found detailed statements from the different branches, giving full particulars of the various works carried out by the department during the year.

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

J. B. HUNTER,
Deputy Minister.

PUBLIC BUILDINGS

By R. C. Wright, Chief Architect

NOVA SCOTIA

HALIFAX

Bellevue Building.—General repairs were made, including alterations to heating in the wing, reshingling of roof, placing of new metal gutter around new wing, painting, etc.

Lawlor's Island Quarantine Station.—A new steel storage tank was erected on a concrete foundation under contract with the Canadian Des Moines Steel Company, Limited; a new water main was laid, and alterations made to drains; and general repairs effected.

Customs House.—Pointing of granite work in basement walls.

Post Office.—General repairs.

Rockhead Quarantine Hospital.—A contract was awarded for alterations to adapt the building for minor infectious diseases hospital.

WINDSOR

Public Building.—Two new sectional hot-water boilers were installed. A new tile drain was laid and alterations were made to drainage system. The copper roof was repaired and painting was done.

GENERALLY

Repairs, slight alterations or improvements were made, or painting done, to the public buildings at the following places, viz.: Antigonish, Annapolis Royal, Baddeck, Bridgewater, Canso, Dartmouth, Digby, Guysborough, Inverness, Liverpool, Lunenburg, New Glasgow, North Sydney, Parrsboro, Pictou, Shelburne, Sydney, Sydney Mines, Truro and Wolfville.

PRINCE EDWARD ISLAND

CHARLOTTETOWN

Old Bank Building.—The roof was covered with copper.

MONTAGUE

Public Building.—Storm sashes were supplied.

SOURIS

Public Building.—The acetylene gas plant was replaced by an electric lighting system.

NEW BRUNSWICK

EDMUNDSTON

A site approximately 110 feet on Church street by 66 feet on Canada street was purchased for the purpose of erecting a public building.

PARTRIDGE ISLAND

Quarantine Station.—The old disinfecter building was converted into an auxiliary waiting room; repairs were made to the new disinfecter building, the Smallpox Hospital, the First Class and Second Class Detention Buildings and fire-escapes placed on the Detention Hospital.

SACKVILLE

Public Building.—A contract was awarded for the construction of a public building on the corner of Main and York streets. The site purchased in 1913, has a frontage of 55 feet 6 inches on Main street by a depth of 100 feet on York street, and is situated in the business centre of the town.

The building consists of a flat-roofed two-story brick structure with stone trimming on a concrete foundation and will accommodate the Post Office and Customs and Excise Departments, and provide living quarters for the caretaker.

It will be heated by two hot-water boilers.

SUSSEX

Public Building.—The following improvements were made to give increased accommodation in the Post Office and Customs offices: the removal of walls on the first floor; new toilets; new post office screen and fixtures; floor of bonded ware room raised to first floor level; windows and door cut in rear wall to light post office working space; electric wiring changed.

TRACADIE

Lazaretto.—An electric light system was installed and repairs were made to laundry boiler and brickwork.

GENERALLY

General repairs, alterations, or improvements were made, or painting done to the public buildings at Chatham, Fredericton, Hartland, Hillsboro, Moncton, Newcastle, St. John (Customs House, new Post Office, Savings Bank building and Meteorological Observatory), St. Stephen and West St. John.

QUEBEC

GROSSE ISLE

Quarantine Station.—Extensive repairs were made by day labour to the different buildings and a number of them repainted.

MONTREAL

General repairs, painting, alterations or additions were made in Postal Stations, Hochelaga, "A," "B," "C," "E," "F," "H," "O," "R" and "S," in the Militia Ordnance Stores, and the General Post Office.

New Examining Warehouse.—The building was rewired for an underground electric system; alterations to the heating apparatus were made under contract by Messrs Hickey & Aubut, Limited. An 8-inch brick wall 186 feet long was erected in the basement; some minor repairs were made and offices on first and sixth floors painted and varnished.

Old Examining Warehouse.—An electric elevator was installed, the building was rewired for an underground electric system and a new roof was laid.

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Old Customs House.—The building was rewired for an underground electric system and the offices renovated.

Immigration Detention Hospital.—The old heating apparatus was replaced by a new vacuum heating system, including two down-draught smokeless boilers. Repairs were made and painting done.

PIERREVILLE

Public Building.—A basement floor was constructed and a hot water heating system was installed.

QUEBEC

Repairs, painting, alterations or additions were made in the Customs House, the General Post Office, the Governor General's Quarters and the St. Roch Post Office.

Examining Warehouse.—A contract was awarded for extensive alterations to the heating apparatus; the old steam boilers and their appurtenances were removed; and a two-pipe vacuum steam heating system with one fire-box portable type smokeless boiler and new piping installed. Repairs and slight alterations were executed.

Immigration Building, Louise Embankment.—Felt and gravel roofing was placed over entire building, the work being done under contract; alterations to the iron fencing on roof were made under contract; and some minor repairs and improvements were made to the building.

Savard Park Detention Building.—A contract was awarded for very extensive alterations to this building; the layout of the different rooms, etc., has been changed throughout to suit new requirements. The plumbing and drainage was thoroughly overhauled. General repairs and improvements were executed.

TERREBONNE

The public building described in last year's report has been completed, and the grounds around the building reggraded and seeded.

GÉNÉRALLY

Repairs, painting, alterations, or improvements were made to the public buildings at Chicoutimi, Coaticook, Cookshire, Drummondville, Dundee, East Angus, Farnham, Joliette, Jonquières, La Malbaie, Lac Megantic, Lachute, Levis, Louiseville, Matane, Richmond, Rimouski, St. Gabriel de Brandon, St. Hyacinthe, St. Jean (Customs and Excise Building and Post Office Building), St. Jerome, St. Lambert, Sherbrooke, Sorel, Thetford Mines, Three Rivers and Victoriaville.

ONTARIO

ALEXANDRIA

New Public Building.—A contract was awarded for the reconstruction of the public building destroyed by fire on March 2, 1921.

The original site of the building is situated on the corner of Main and Catherine streets. To increase the size of the property, and as a protection against fire, additional land on the northerly side of the site and the use of a right of way were acquired, the property now having a frontage of 68 feet 3 inches on Main street by a depth of 79 feet on Catherine street with a 10-foot

right of way at the rear on Catherine street. The building under construction will be a two-story brick structure 50 feet in width by 42 feet in depth.

About half the area of the basement is utilized for storage by the Customs and Post Office Departments, the remainder being allotted to furnace and fuel, with toilet room and vault.

The first floor is used for public lobby, with vestibuled entrances to Customs offices and Post Office, post office working space, brick vault, mail entrance and postal street receiver.

The second floor is used for the Customs long room with brick vault; men's and women's toilet rooms; caretaker's quarters, consisting of living room, kitchen, and two bedrooms. Portions of existing stone foundation walls were used, and new foundation walls and pier footings built of concrete; brick dividing walls in basement.

Walls above foundations are brick faced with buff tapestry brick, with brick sills and ornamental panels, aprons, and string courses.

The entrance vestibules and the Post Office public lobby floor laid in terrazzo with marble borders, and cement dado.

Roof covered with tar felt and gravel, with hopper and internal down pipe to drain.

The building is wired in conduit for electric light fixtures, controlled by switches.

Twin connected hot-water heating boilers supply heat.

BELLEVILLE

Public Building.—A new roof was put on and the lighting system improved by placing the electric wiring in conduits and providing lighting fixtures. General repairs were made and the outside woodwork painted.

BROCKVILLE

Public Building.—Two new boilers were installed and improvements made to plumbing work.

ELMIRA

Public Building.—New drain connections were made with street sewer, a new roof placed over mail entrance and the entire building painted.

HAMILTON

Public Building.—Window sills and basement stairs were repaired, a hardwood floor laid in letter carriers' room in basement; the deck roof was covered with galvanized iron; main entrance stone steps repaired and safety treads inserted; part of tile floor in public lobby replaced by terrazzo floor; all outside work and part of the interior repainted.

INGERSOLL

Public Building.—Repairs were made to the stonework and roof, and the interior decorated; additional post office fittings were provided and alterations made to fit up the Armoury.

KINGSTON

Addition to R.M.C. Dormitory.—A contract was awarded for an addition 112 feet long by 39 feet wide, to the northern end of the present dormitory building, and the building is now in course of construction.

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The structure is three stories with basement; exterior walls of stone throughout with cut stone trimmings; floors and ceiling of top story of reinforced concrete, and roof is covered with asbestos slate; the floors of basement, with the exception of entrance hall, dressing room and shower bathroom, are finished in concrete; the floors of shower bathroom, dressing room and halls in basement, also corridors and toilet rooms on remaining floors, are finished in terrazzo; officers' toilet rooms in tile; floors of bedrooms and officers' sitting rooms are finished in hardwood. The building is heated throughout by steam from the present building. (Alterations being made to the present heating plant to permit this being done.) The building is wired throughout for electric light; equipped with a hand-power elevator, and a mechanical ventilating system for lavatories and toilet rooms has been installed.

The total accommodation consists of forty-two cadet bedrooms, three officers' bedrooms and three officers' sitting rooms.

Basement.—The basement contains store rooms, shower bathroom with nine showers, dressing room fitted with lockers.

First floor.—The first floor contains fourteen cadet bedrooms, bathroom and lavatory; one officer's sitting room and bedroom for officer in charge of floor.

Second and third floors.—Similar to first floor.

Concrete sidewalks and surface gutters around entire addition have been constructed.

The general finish and the exterior of the building correspond with the existing structures.

LISTOWEL

Armoury.—Wooden joists were laid on which a rough flooring was placed and then covered by maple flooring.

Public Building.—This was painted and decorated.

LONDON

Customs House.—Two old boilers were removed and a new steam boiler for soft coal with boiler pit and necessary connections substituted.

Post Office.—Alterations were made to money order office and additional fittings provided; a hardwood floor was laid in mail room and part of the interior decorated.

Carling Block.—The interior and exterior were decorated and alterations made to accommodate Taxation Branch.

ORANGEVILLE

Public Building.—A new boiler was installed; the exterior and interior of the building decorated.

PICTON

Public Building.—New dormer windows were inserted, the exterior and interior of building painted; and additional post office fittings and boxes installed.

PRESTON

Public Building.—The interior was decorated, a new hardwood floor laid in the Armoury, and rifle racks supplied.

TORONTO

Equity Building.—Smokeless boilers were installed.

Postal Station "K."—On account of the widening of Yonge street, the facade of the building had to be taken down, and the entrance to the Post Office built on the northeastern corner. The new work consists of a three-story brick and stone front and extensive interior alterations. New Post Office fittings were installed and the general layout of the offices considerably changed. The work was done under contract.

Exhibition Post Office.—A post office was fitted up at the Canadian National Exhibition.

Repairs, alterations or improvements were made to the Assistant Receiver General's building, the Customs House, Examining Warehouse, the premises at 26-28-32 Adelaide street east, the General Post Office, the Imperial Chambers, the Immigration office and Postal Station "C."

WINDSOR

Public Building.—A contract was awarded for alterations to the building to provide more space for the post office. The gateway between the main building and the Examining Warehouse in the rear was closed in to provide additional accommodation and the whole first floor used for the post office.

GENERALLY

Repairs, painting, alterations or improvements were made to the public buildings at Amherstburg, Bracebridge, Brantford, Chatham, Chesley, Cobourg, Collingwood, Deseronto, Exeter, Galt, Glencoe, Goderich, Guelph, Haileybury, Hanover, Harriston, Kenora, Kitchener, Lakefield, Leamington, Lindsay, Markham, Milton, Milverton, Mitchell, Napanee, New Market, Niagara Falls, North Bay, Norwich, Orillia, Oshawa, Owen Sound, Palmerston, Paris, Park Hill, Petrolia, Prescott, Sandwich, Sarnia, Seaforth, Shelburne, Stratford, Sudbury, Trenton, Walkerton, Walkerville, Welland, Whitby, Wingham and Woodstock.

FUEL-SAVING DEVICES

Fuel-saving devices were installed at the following places, viz.: Aurora, Amherstburg, Aylmer, Bowmanville, Bracebridge, Carleton Place, Chatham, Deseronto, Essex, Gananoque, Grimsby, Galt, Hamilton, Kingston, Kitchener, Leamington, Midland, Ottawa (Victoria Museum), Picton, Port Perry, Port Hope, Prescott, Port Colborne, Smith's Falls, Strathroy, Stratford, St. Thomas, Tillsonburg, Uxbridge, Walkerville, Welland and Windsor.

OTTAWA

The customary maintenance and repair work to all Government-owned buildings was carefully executed throughout the year and the greenhouses, grounds, roads and walks about the buildings kept in good condition.

During the year the work on the garage under the Plaza, and the rewiring and decorating of the Printing Bureau were completed.

Addition to Dominion Archives Building.—A contract was awarded to construct an addition 51 feet wide by 191 feet long to provide accommodation for war memorial paintings and additional room for exhibiting Canadian historical documents.

It will be built of Nepean sandstone with Wallace N.B. stone trimmings, three stories and basement, with a staircase turret 18 feet by 21 feet. The addition will be of fireproof construction throughout. It will be steam heated and wired throughout for electric light.

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RIDEAU HALL

Palm House.—A contract was awarded for the superstructure of a Palm House Conservatory.

The old Conservatory was pulled down and the new Palm House built on its site, all work in connection with foundation walls, smoke stack, the installation of steam boilers and heating being done by day labour.

The new Palm House consists of a steel framed glass structure 48 feet by 41 feet 10 inches built on concrete from the present floor slab.

Repairs and alterations were made to the Greenhouse, a macadam road 350 feet by 23 feet built from Rideau Cottage to the garage, and the principal roads and drives were tarviated.

EXPERIMENTAL FARM

Chemical Laboratory.—A contract was awarded for the construction of a shingle-roofed brick addition, 39 feet wide by 35 feet deep, on a stone foundation, built to match the present work. This addition provides six new laboratories, four on the first floor and two in the basement, all provided with fittings.

Dairy Building.—A bacteriological laboratory was fitted up in this building; an oil fuel heater and oil storage tank installed; and lightning rods placed on the cattle barn.

Greenhouse.—A contract was awarded for the construction of a new greenhouse on a site adjacent to and connected with the present range houses. The building has a frontage of 40 feet by a depth of 190 feet, and is built on concrete foundation walls.

Threshing Barn.—A contract was awarded for the erection of a barn 34 feet front by 28 feet deep, one story in height, on concrete walls.

Cercal Building.—A No. 2 steam boiler and fourteen radiators were installed.

Botanical Laboratory.—A contract was awarded for the construction of a two-story and attic building, 48 feet wide by 38 feet deep; the first floor contains three laboratories, three offices and toilet room; the second floor five laboratories and a library; the attic photographic and store-room. The building is heated by two hot-water boilers and is piped in conduit for electric wiring.

One thousand and sixty feet of 4-inch water piping was laid from the Chemical Laboratory across the Prescott highway to the Botanical building and the greenhouses in the arboretum.

MANITOBA

BRANDON

Public Building.—Offices in the second story were painted, alterations and improvements made to Customs office; and electric wiring and fixtures installed in second and third stories.

EMERSON

Public Building.—The gasoline lighting plant was replaced by an electric lighting system and the granolithic sidewalks on the two street frontages repaired.

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PORTAGE LA PRAIRIE

Public Building.—New plumbing was installed; some minor improvements made; and a new floor laid in the Armoury.

WINNIPEG

Immigration Building No. 1.—A new low pressure steam heating system and fourteen urinals were installed.

Grain Building.—After the fire of last August, this frame building was reconstructed and connected with the steam heating system of the Main Immigration Hall. A new electric lighting system was installed.

General alterations, repairs or improvements were made to the Customs building, Examination Warehouse, Main Post Office, and Postal Station "B."

GENERALLY

Painting was done or repairs, improvements or alterations made to the public buildings at Carman, Dauphin, Minnedosa, Morden, Neepawa and Selkirk.

SASKATCHEWAN

MOOSE JAW

Public Building.—The heating system was changed from hot water to low pressure steam and two new tubular steam boilers installed. Alterations were made to post office fittings, electric fixtures supplied and some minor repairs made.

PRINCE ALBERT

Armoury.—Painting and repairs to the roof were executed.

Public Building.—Alterations were made to the heating apparatus, new boilers were installed to consume coal instead of wood. Alterations were made to post office fittings and electric lighting system, the interior painted and general repairs made.

REGINA

Assistant Receiver General's Building.—Alterations and repairs were made and a new chimney stack built for the steam boilers.

Public Building.—Alterations were made to the heating system; two new tubular hot water boilers were installed and electric fixtures supplied.

WEYBURN

Public Building.—Alterations were made to the heating system and the interior was painted.

GENERALLY

Painting was done or repairs, improvements or alterations made to the public buildings at Battleford, Estevan, Indian Head (Forestry Office building and Forest Nursery Station), Maple Creek, Melfort, North Battleford, Saskatoon and Yorkton.

ALBERTA

CALGARY

Assistant Receiver General's Building.—Repairs were made, the interior painted and the rear of the lot graded and fenced.

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Customs Examining Warehouse.—A contract was awarded for extensive alterations to heating system; a boiler and an electric-driven pump were installed.

Immigration Building.—Additional radiation was installed.

EDMONTON

Public Building.—Extensive alterations and improvements were made to the heating system; two new hot water boilers were installed, alterations were made to the electric lighting system and some minor alterations made to rooms on top floor to accommodate the inspector of gas and electric meters.

GRANDE PRAIRIE

Public Building.—The addition, as described in last year's report, was completed and a new heating system installed.

LETHBRIDGE

Public Building.—A contract was awarded for extensive alterations and additions to heating system; two new down-draft heating boilers were installed. Alterations were made to drainage and to fittings. Painting was done.

BRITISH COLUMBIA

FAIRMONT

R.C.M.P. Barracks.—Improvements were made to buildings and fire service extended to garage.

BENTINCK ISLAND

Lazaretto.—A contract was awarded for the construction of five leper huts, a hospital, workshop and a caretaker's cottage, and the erection of an iron and wire fence. A well was sunk.

ROSSLAND

Public Building.—The old flooring in the Post Office was taken up and replaced with maple flooring, the floor in corridor on second floor repaired, and the woodwork throughout varnished.

VICTORIA

Astrophysical Observatory.—A contract was awarded for the construction of a $2\frac{1}{2}$ -story office building 37 feet wide by 48 feet long, with walls finished in stucco, heated by hot water, wired and supplied with fixtures for electric lighting.

GENERALLY

Repairs, alterations, painting and improvements were executed to the public buildings at the following places: Ashcroft, Bamfield, Nelson, Vancouver, Vernon and Victoria, and the quarantine station at William Head.

ARCTIC REGIONS

The following huts were constructed for the R.C.M.P.: One main hut, one storehouse, one blubber house, and one latrine.

MILITARY HOSPITALS

HALIFAX

Camphill.—Repairs, alterations and additions were made.

STE. ANNE DE BELLEVUE

Extensive improvements were made to the heating system and to the power generating apparatus. The roof, etc., was repaired.

MONTREAL

Prince of Wales Hospital, 68 Drummond street.—Alterations, improvements, painting, etc., were executed.

TORONTO

Orthopædic Hospital.—Alterations were made, additional radiation was installed, new roofing was laid over gymnasium, and a new elevator provided.

BURLINGTON

Drainage was provided for the Annex building and fire-escapes were installed.

LONDON

Westminster Hospital.—Improvements were made in Pavilions "C" and "H" and in the Recreation Hall. Repairs and improvements were made to the Nurses' Home, and a new heating apparatus was installed in the superintendent's residence.

VANCOUVER

Shaughnessy Hospital.—A plank pipe culvert was constructed under the building from engine room to the adjoining building and a pipe trench excavated.

MILITARY BUILDINGS

KINGSTON

Military Headquarters (Formerly Military Hospital).—Two smokeless boilers were installed in the old Pavilion "A" and the old Vocational building, to replace the old heating system destroyed by fire.

WINNIPEG

Fort Osborne Barracks.—A contract was awarded for concrete pipe tunnels and the laying of soil pipes.

MACLEOD

One of the barracks of the R.C.M.P. was converted into an armoury.

HARBOUR WORKS

By K. M. Cameron, Chief Engineer

NOVA SCOTIA

ABBOTT'S HARBOUR

The breakwater was extended 50 feet long, 15 feet wide and from 14 to 20 feet high.

BARRINGTON COVE

Two sections, or 152 lineal feet of the public wharf, which had been destroyed by the sea, were rebuilt.

BATTERY POINT

An extension was built to the north breakwater, 65 feet long with an average width of 33 feet and 29.6 feet high. The work was of native timber, stone filled cribwork, sheathed on the seaward side and outer end.

BEAR RIVER

The warping piers at the Highway bridge, both upstream and down, containing 8,638 square feet of native timber pile work, were rebuilt.

BIG BRAS D'OR

The public wharf was rebuilt on a length of 172 feet.

BURLINGTON CENTRE

The work consists of an L-shaped extension to public wharf of 20 feet, making a face length of 8 feet and the face length of the L 50 feet. The construction is block and span, the blocks being 20 by 20 feet with spans of 10 feet. The whole of the outside of the new work is close log sheathed for its full height. In the spans three walings to the height of the work were put in place to receive the sheathing. Repairs were also made to the L.

CANADA CREEK

A section of the shoreward end of the west breakwater 40 feet long, 23 feet high and 14 feet wide was torn down and rebuilt, and a section of the east wharf 23 feet long, 32 feet wide and 10 feet high also was reconstructed.

CANSO

In order to provide shelter and accommodation for the fishing boats, where they would be unhampered by private business and vessel traffic, a public wharf was constructed during the fiscal year under contract with the Sydney Construction Company. This wharf, which is of pile construction, is 118 feet long, 25 feet wide, with an L 25 feet wide, giving a face length of 81 feet.

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CAPE ST. MARY'S

The work consisted in renewing the covering and stringers on the shoreward end of the breakwater, close sheathing the seaward side for 350 feet, renewing 280 feet of cap, 10 mooring posts and building a freight shed 13 feet by 25 feet.

CHAPEL COVE

The extension (began last season) to the eastern end of the isolated breakwater was completed. This extension, which is 200 feet long by 19 feet wide, consists of cribwork of untreated timber covered with creosoted sheathing.

CUNNINGHAM'S POINT

This wharf is a block and span cribwork structure 100 feet long, 20 feet wide with an L 20 by 20 feet, giving a face length of 40 feet.

During the year a complete new top was put on this wharf. The inner crib, 20 feet by 20 feet was wholly rebuilt and the remaining cribs were renewed in the upper five feet, with miscellaneous repairs to the fenders, mooring posts, ladders, etc.

DARTMOUTH

The pier now under construction is to be a creosoted pile structure with a stone filled approach. The approach will be rock and gravel filled, rip-rapped with heavy stone and is 250 feet long by an average width on top of 55 feet, with an average height of 16 feet. From the approach the pile portion of the pier will extend out into Halifax harbour a distance of 370 feet, being 60 feet wide and having an average height of 23 feet above the mud surface of the bottom.

The northern breakwater was built in 1904-05 and during 1923 the work consisted in rebuilding and extending the breakwater which now has a length of 385 feet of which 147 feet is 12 feet wide, the remainder being 20 feet wide. The work is native timber cribwork and was done by contract.

DIGBY

The work consisted in general repairs and renewals and filling between fenders and bearing piles on the 100 feet extension to the Spur pier.

EAST SANDY COVE, N.S.

A new wharf was built in what is called the East Cove. This wharf is 200 feet long and 25 feet wide with an L 30 by 15 feet. The first 100 feet is of block and span construction, the outer 100 feet of native timber pile work with steps and a platform, also a freight shed. The approach is 60 feet long and 20 feet wide.

FIVE ISLANDS

The work done consisted of a 40-foot extension to the public wharf. This work is constructed of crib face 20 feet wide and 28 feet high. Upper side is 15 feet wide, averaging 14 feet high. The area between this cribwork and old wharf is filled with stone, earth and gravel.

FRIAR'S HEAD

The work performed consisted in completing under contract the concrete breakwater improvements undertaken last year, comprising the construction of a new pier 65 feet in length, together with the raising of the older one 3 feet and extending it a further distance of 14 feet to make a total length of 119½ feet.

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HALF ISLAND COVE

The damaged portion of the breakwater was rebuilt of solid cribwork for a length of 105 feet, 20 feet wide, fully ballasted and sheathed with hardwood sheathing on the seaward side across the end. Miscellaneous repairs were also effected to the older portion of the work consisting of renewals to sheathing, planking and fenders. The total length of the work is now 240 feet.

HAMPTON

Full particulars in regard to breakwater will be found in the Departmental Reports for 1914-15, 1917-18 and 1921-22.

The work consisted in tearing down and rebuilding, with a wave break and fully sheathed, a section of the breakwater 81 feet long, 22 to 30 feet wide and from 22 to 25 feet high, that had been partly demolished by last winter's storms; also in raising the outer end of the breakwater, 120 feet long, 30 feet wide and $4\frac{1}{4}$ feet high, and sheathing 90 feet, from 20 to 30 feet high, on the seaward side with 100 feet of wave break, from $2\frac{1}{2}$ to 2 feet high, and 2 mooring posts and one ladder.

HAUOVER

This channel is used as a short means of communication between Negro Harbour and Port LaTour, saving the boats about 6 miles.

The work consists of two cribwork protection walls each 1208 feet in length, 8 feet wide, having an average height of about 6 feet. These walls have a space of 15 feet between them which provides a boat channel. Depth of water in channel, $3\frac{1}{2}$ feet at L.W.O.S.T.

The work done this year consisted of rebuilding the top 3 feet of both walls for the entire length. A turning or passing place for motor boats was constructed on the north side of the channel the dimensions of which are 50 by 60 feet.

LITTLE HARBOUR (RICHMOND CO.)

The work comprised the construction of an extension to the beach protection consisting of a cribwork block, 50 feet in length by 19 feet in width, together with minor repairs to the present work. This work has been completed with the exception of procuring one half of the ballast for the block and of placing the covering timbers, the materials for which are on hand.

LOCKEPORT

A pile trestle bent wharf 115 feet long and from 40 to 63.5 feet wide was purchased by the department.

During the year a pile trestle extension was built to this wharf. This work is 40 feet long in line of wharf and has a length of 75 feet along the outside end. The height at outside end is 28 feet. The work was close piled along the outside end and for 8 feet on the sides.

MARGAREE HARBOUR

Repairs and improvements were made to the cribwork protection piers and the beach protection on both sides of the entrance.

On the eastern side the pier was raised 3 feet for a distance of 30 feet from the outer end inwards; the seaward side of the pier was sheathed for a further distance of 310 feet towards the shore; and a beach protection of uncovered cribwork was built, 12 feet in width by 4 feet in height for a distance of 800 feet.

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On the western side the pier was raised 3 feet for a distance of 40 feet from the shore outwards; a portion of the seaward side was sheathed for a distance of 40 feet; and the beach protection was raised 3 feet with brush and stone for a distance of 370 feet.

MARGARETVILLE

The work on the north breakwater consisted in renewing 1,380 superficial feet of sheathing, 27 new fenders, 235 lineal feet of new cap, one mooring post, two ladders and repairs to covering where broken by ice. On the south breakwater, the work consisted of raising the outer end of the breakwater 50 by 30 by $2\frac{1}{2}$ feet and filling with ballast, also renewing the floor and stringers over the whole length of the wharf 340 feet.

NORTH SYDNEY

A crib retaining wall along the eastern side of breakwater for a distance of 300 feet, was built by contract.

PEMBROKE

The work done consisted in the removal of gravel and sand along the front of wharf to a depth of three feet to form a foundation. This material was deposited on road, making a great improvement. The extension of 30 feet to the wharf consists of two blocks 20 by 20, the spans being 10 feet, giving a face length of 50 feet. Also repairs were made to bridge and crib along the road from wharf to public highway.

PICTOU LIGHT BEACH

Pictou Light Beach is situated on the southern side of the entrance to Pictou harbour and forms a protection to the harbour, breaking the seas which would otherwise interfere with navigation in the harbour. The outer end of this beach is the property of the Marine and Fisheries Department and a lighthouse is situated here with a breastwork which acts as a protection. The remainder of the beach is the property of the Public Works Department and a protection work has been maintained by this department to prevent the washing away of the beach thus destroying the natural protection to the harbour. This work formerly was of brush and stone construction about 1,200 feet long. The lower end of this has gradually become buried in sand and the beach built up so that at present further maintenance to this portion is not necessary.

Work was started at the northern end of this protection work adjoining the Marine and Fisheries property, to rebuild this portion with logs and ballast. The work was progressing satisfactorily and was in an unfinished condition when the exceptional storm of October 1 destroyed it and carried away practically all of the material which was on hand. Work was again started and a length of 300 feet completed. Operations ceased on the 1st of January, when the accumulation of snow and ice on the beach made further work impracticable. A further portion of approximately 150 feet of this work remains to be done.

PLEASANT BAY

The work performed comprised the construction of a boat skidway, 145 feet in length by a width ranging from 20 feet at the outer end to 40 feet on the shore; together with repairs to the roadway and bridge leading to the wharf.

PORT GREVILLE

Steps were taken towards rebuilding the breakwater which was destroyed in 1923 by freshets and heavy ice blockades. The work built is 70 feet long

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on the bottom and 50 feet long on the top, being left stepped, in order to make a good bond for the completion of the work. The work is 29 feet high, 17½ feet wide on top with a batter of 1 in 4 on the seaward side, built of solid ballast filled cribwork. It is close-sheathed on the seaward side, and along the channel side close-piling is driven to a depth of 10 feet to guard against scouring. The whole structure rests on a mattress of brush and stone.

PORT HOOD

The work performed consisted of the construction under contract of a cribwork head to the public wharf, 78 feet long by 28 feet wide, which was covered to half tide with creosoted sheathing; and of the construction of a connecting block between the old and the new works, 29 feet long by 20 feet wide, which was also constructed under contract but on a cost plus 10 per cent basis.

PORT LATOUR

The work done consisted in rebuilding the top portion of the cribwork part of the breakwater, and removing practically the top 2 logs of cribwork, also new stringers, guard timber and planking. This portion has also been close-piled on both sides and at the outside end.

PUGWASH

The work done here consisted of complete new top on the wharf, including stringers, guard and plank with renewals to piling, fenders and cribwork. Repairs were also made to the breastwork adjoining the wharf to prevent the sea from cutting into the approach. The railway tracks which were on this wharf were removed in order to make repairs and replaced on the completion of the work.

RED ISLAND

Repairs were made to a break 225 feet long by 15 feet wide by 5 feet deep, also replanking 600 feet of the deck and placing new guards, new fenders, and 300 yards of ballast.

RIVERPORT

The work done consisted of a brush revetment 1,200 feet long, with a crib approach at each end, 100 feet long, 7 feet wide and averaging 7 feet high. The brush revetment consists of two rows of piles driven parallel 30 feet apart. These piles ranged from 22 feet to 35 feet in length and were driven to 3 feet above H.W.O.S.T. A wire half an inch in diameter was fastened along each row of piles at high water mark and secured to the shore cribs. Trees were fastened to the wire, butts up with the tops pointing shorewards. The trees were interwoven as closely as possible in order to make a tight brush wall. This work proved very satisfactory in retaining the mud pumped by Dredge No. 5. The material was very fine, a quantity of which filtered through the brush lodging outside the revetment. On completion of mooring basin Dredge No. 5 made two cuts 400 feet away from the parallel to the revetment gathering up the overflow and placing it in basin behind revetment. The material behind revetment averaged from 6 inches to 2 feet above H.W.

SALMON RIVER (CAPE BRETON COUNTY)

A new public wharf, 104 feet long and 17 feet wide, was built by day labour.

SHEET HARBOUR

The work consisted in rebuilding the pile portion of the wharf, and retopping the crib portion to 3 feet below the deck.

SHELBURNE

This wharf is 966 feet in length consisting of a rock approach 480 feet in length and 40 feet wide, 90 feet in length of cribwork block and span 40 feet wide; and 396 feet in length of pile trestle 40 feet wide except the outside 100 feet which is 70 feet wide. The height at the outer end is 36 feet.

Work done consisted in standardizing the outer 180 feet in length of railway track, also the top, consisting of pilecaps, stringers and planks, was renewed.

SMITH COVE

A cribwork extension to the present breakwater, 60 feet in length by 12 feet in width was built, together with a beach protection of open-faced cribwork 100 feet in length by 11 feet in width.

SONORA

The wharf at this place was purchased during the year at a cost of \$3,500. The wharf, which is a very old one, is of block and span construction 150 feet in length, exclusive of a stone approach. At the time of purchase it was in a badly decayed condition and in order to make it serviceable the outer block was torn down to low water and rebuilt, this portion being 40 feet long and 36 feet wide. Miscellaneous repairs were also effected to the planking, stringers and guard on the remaining portion of the work which is 15 feet wide.

WEST BACCARO

Work done here consisted of rebuilding the top 6 to 10 feet in height of the outer 60 feet of breakwater. This was filled with ballast and a pole top laid over the entire length of 160 feet to keep ballast from washing out. Close piles were also driven around this portion of the breakwater and ballast and gravel were cleaned out of the channel along the inside fence.

WINDSOR

A wharf was built along the water front connecting the Government wharf with the railway wharf. The construction of this wharf is under three headings, viz., a pile work facing, a native crib to act as a retaining wall for fill and a fill of earth and stone with gravel top for an approach. The pile-work face is 154 feet in length over all, having a width of 33 feet. Back and adjacent to the pile-work the cribwork is constructed as a retaining wall for the fill. The cribwork is 160 feet long over all, with a width of 17 feet. The fill extends from the Government wharf to railway wharf and from the crib and pile-work to the shore. The fill is composed of clay and rock with a gravel top 3 feet above the level of the floor of the wharves. A triangular sloped extension was made to the Government wharf in order to carry the work in a straight line from the upper corner of the Government wharf to the upper corner of the railway wharf. Throughout entire length of the pile work and the full width of the Government wharf a double set of 8 by 16 Douglas fir stringers were put in place to carry the rails. The whole of the face of the work is close-sheathed with round log sheathing as a protection against the ice.

YARMOUTH BAR

The work consisted of repairs and renewals to the breakwater-beach protection, consisting of tearing down and rebuilding 24,000 cubic feet of cribwork and renewing 2,000 square feet of covering and repairing the sheathing on the groyne.

GENERALLY

Repairs were made to the following works:—

Advocate wharf; D'Escousse pier; Fruid's Point wharf; Hampton breakwater; Head of East Bay wharf; Inverness pier; Joggins breakwater; Little Bras d'Or breakwater; Little Brook breakwater; Malignant Cove pier; Margaree Harbour pier; Margaree Island wharf; Middle Country Harbour wharf; Moose Harbour breakwater; North River wharf; Ogden's Pond pier; Ostrea Lake wharf; Piper's Cove wharf; Port Beckerton wharf; Port Medway cribwork; Pugwash wharf; Red Island breakwater; Round Hill wharf; Scotch Cove (White Point) breakwater; Scott's Bay breakwater; Shad Bay wharf; Summer-ville wharf; Wedgeport wharf; West Arichat wharf; West Baccaro breakwater; West Berlin cribwork.

PRINCE EDWARD ISLAND

GEORGETOWN RAILWAY WHARF

The wharf has a total length of 830 feet consisting of "shore approach", 260 feet long by 40 feet in width, "Middle section", 275 feet long having width of from 40 to 100 feet, and "Pier head", 295 feet long by 100 feet in width, there being located on the latter a freight shed 42 by 235 feet.

The work done consisted in rebuilding both walls of approach with 12 by 12 timber, the eastern side having height of 12 feet and western one 5 feet, while the face timbers of the old original work in middle section 275 feet in length, which now acts as a retaining wall, were all renewed for height of 4 feet, new cross ties and longitudinals being put in this section at 10 feet centres as well as in walls of approach, after which both sides of the latter were fender piled at 10 feet centres. The whole of the 4-inch covering on eastern side of both the middle section and pier head was replaced with new 4-inch hemlock plank, some 80,000 feet b.m. of this being required, while all settlement in approach and unplanked portion of middle section was neatly graded up with clay and gravel. The western side of the large freight shed was levelled up and made safe with blocking until such time as the general reconstruction of this side of the wharf is undertaken when it is intended to place a permanent foundation under this side of the building.

During reconstruction it was found necessary to remove all rails forming spur from Canadian National Railway Station at Georgetown to outer end of the wharf, but this spur was relaid again by the Railway Department immediately conditions permitted.

MININIGASH HARBOUR

For some years past portions of the old original works have been under reconstruction, that done during the past season consisted in rebuilding the middle section 180 feet in length of the North Breakwater, bearing piles being driven along the channel face of same at 8 feet centres to which three 9-inch by 10-inch walings were secured and the face sheathed with 3-inch hardwood plank, while the top 15 feet in width was capped with 10-inch by 10-inch timber, floor stringered and planked over, conforming with other work heretofore recon-

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structed in this manner at the harbour. Some small repairs and strengthening were also effected to the seaward side of the outer adjoining block, its face for a length of 30 feet being fender piled and settlement therein made up with brush and stone.

MOUNT STEWART WHARF

The top portion of the pier head 80 by 36 feet was entirely rebuilt, new longitudinals, cross ties and 6-inch by 12-inch floor stringers being put in after which the whole top was covered with new 3-inch hemlock plank, while the roadway approach was neatly graded up for an average depth of one foot with clay and gravel, thereby placing the structure in first class condition for some years to come.

SOUTH RUSTICO WHARF

The work done consisted in reconstructing the outer block having length of 67 feet and width of 30 feet, with average height of 9 feet, while 273 feet of approach 18 feet in width was rebuilt and repaired, new cross ties, longitudinals and face timbers being put in as found required.

SOUTHPORT WHARF

As the top portion of the outer 312 feet of the wharf was in a very dangerous condition through decay and traffic, its reconstruction was undertaken together with the general repairs and strengthening other portions of the work. On the outer 220 feet all defective 12-inch by 12-inch caps were renewed, new 6-inch by 12-inch floor stringers put in and the whole top covered with 3-inch hemlock plank. The balance of the pierhead inward, 92 feet in length, was covered with 2-inch plank for width of 10 feet and the Eastern side of the outer end of the pierhead strengthened by driving 50 fender piles along same. The roadway approach about 500 feet in length was neatly graded up with gravel and minor repairs effected to the wall timbers on either side.

TIGNISH HARBOUR

As portions of the North breakwater immediately in front of the fishing establishments were in very bad condition owing principally to heavy traffic, the reconstruction of this section, which has a length of 442 feet and width of from 18 to 20 feet, was undertaken, and consisted of first placing new 12-inch by 12-inch walings on either side of the old work across which were laid new 6-inch by 12-inch floor stringers at 3-feet centres after which the entire top was covered over with 3-inch hemlock plank.

GENERALLY

Repairs were made to the following works:—

Bay Fortune wharf; Cape Traverse wharf; China Point wharf; Graham's Pond breakwater; Haggerty's wharf; Hickey's wharf; Hurd's Point wharf; Kier's Shore wharf; North River wharf.

NEW BRUNSWICK

BLACK'S HARBOUR

A floating slip was constructed at the wharf. The slip consists of a pontoon, 30 feet long, 15 feet wide and 24 inches deep, secured in place by guide piles, and connected with the wharf by a gangway, 42 feet long and 4 feet wide, resting on a bracketed platform attached to the approach.

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CAPE BALD

The breakwater, which was built in 1909-11, is 646 feet long on the north or outer face, and 100.4 feet long on the outside of the pierhead; and is 16 to 30½ feet wide. The work consists of round timber cribwork with reinforced concrete faces, and a reinforced concrete wave-break.

A large concrete caisson, 20 feet long, 10 feet high and from 6 to 8 feet wide, was built, and this, together with one built two years ago—after the foundation had been prepared by a diver—was placed, ballasted and capped at the north-east corner of the breakwater. The spaces between the outside face of the breakwater and the last caisson placed in 1921, where the filling had been washed out, and the caissons placed this year, were filled with heavy ballast covered with a concrete cap about 6 to 9 inches thick. The inner face of the breakwater, extending from the centre of the south end of the pierhead, along the western side of the pierhead, and shorewards along the southern side of the approach 254 feet (making a total length of 360 feet) was surfaced, between low water and the top of the cap, with from one to six inches of gunite. The area was first chipped or roughened and covered with a wire mesh reinforcing, attached to the wall by means of iron bolts.

GRAND HARBOUR

There being no public wharf at Grand Harbour, an Order in Council was passed on the 17th August, 1923, granting authority to purchase from Captain Irvin Ingalls, for the sum of \$3,500, his wharf property. This wharf was built about the year 1900, and consists of a block and span approach 16 to 17 feet wide and 201 feet long, with a cribwork pierhead 31 feet by 33.5 feet. A two-storey warehouse and a coal shed had been erected by Captain Ingalls, on posts on the eastern side of the outer end, and are included in the wharf property. The inner end of the wharf is connected to the main highway by a roadway 694 feet long and 16.5 feet wide.

GREAT SALMON RIVER

An extension of the west breakwater was built to retain the gravel which was drifting into the entrance. The work consists of open-faced timber cribwork, 130.2 feet long on the harbour side, 148.0 feet long on the seaward side, and 21 feet wide on top, with seaward face battered at the rate of 1 in 4.

INKERMAN

A wharf, 102 feet long over all, consisting of two spans, one 19 feet long and the other 17.5 feet long, one block 30 feet by 20.5 feet, and a pierhead 34.9 feet by 35.5 feet, was constructed adjoining the highway bridge. The cribwork blocks were filled with ballast and given an earth and gravel covering.

LAMEQUE

The five inner spans of the approach were filled in with cribwork, and the plank flooring was replaced by an earth and gravel top to the sixth span—a distance of 445 feet. From the sixth span to the pierhead the plank covering was renewed and some 40 new stringers were placed in the spans beside the old stringers. The cap was partly renewed, using new 6-inch by 8-inch timber.

MISCOU

The top of the pierhead of the original section, and the top of seven blocks of the approach were removed to a depth, generally, of 3½ feet; and nine spans, including the first one beyond the pierhead, were removed. This whole section, 359 feet long, was re-topped, the new top being 1½ feet lower than the original height.

PETIT ROCHER

A cribwork block, commenced the year before, 55.3 feet long, 22 feet wide on top, was raised 15 feet or to a full height of about 33 feet around the northeast corner of the breakwater. The block, consisting of round timber cribwork, with a close face of square timber on the outside, was entirely filled with ballast and covered with round poles. Where close contact was not made with the main work owing to difficulties with the batter and the fact that the crib was constructed on shifting ice, the opening was sheathed with square timber, and the cavity filled with ballast. Thirty yards of large rock were placed in the corner at the north end of the crib.

ST. JOHN HARBOUR

COURTENAY BAY

Submarine Rock.—With the exception of a few hundred yards, the whole of the rock in the entrance channel to the dry dock has been excavated for the full width, and the channel has been in continuous use since the opening of the dry dock, October, 1923.

Dredging.—Dredging, both in the basin and the channel, was carried on continuously from April 27, 1923, until January 1924, the 24-inch suction dredge *Tornado* and the ladder dredge *Leconfield*, being in continuous operation.

The basin, with the exception of the area filled in by the lowering of the bed of the Marsh creek, and other small areas at sides, is completely dredged to grade.

The channel, from the basin to 500 feet south of the end of Courtenay Bay breakwater, is completely dredged to grade. The remainder of the channel, from this point to the main channel of St. John harbour, is completely dredged to grade for a width of 200 feet, with the exception of a gap of 800 feet.

WEST ST. JOHN, N.B.

Dredging Deep Water Berths.—During the season, the Deep Water Berths, West St. John, and the Canadian National Railways' Long Wharf, were dredged to a uniform depth of 32 feet below low water.

Concrete Exposed to Sea Water. (Repairs).—On account of the rapid disintegration of the concrete exposed to sea water in the wall of Dock 16, it was decided to ascertain the best method of repairing same economically. For this purpose, a cement gun outfit was purchased in the previous year, and a section of wall, where the concrete was badly disintegrated, was repaired by the cement gun. The work appears to have stood up well, but it is too early yet to give an opinion as to the value and permanency of this cement gun work.

Extension to Frostproof Warehouse—Berth 14.—Tenders were advertised for the construction of a frostproof warehouse, 84 feet by 94 feet, to be built on substructure of pile work at Berth 14. It is expected that extension will be completed by the 10th of April.

Fort Dufferin Breastworks.—During the winter of 1922, a considerable portion of the old cribwork wall in Fort Dufferin breastworks was washed away. In order that the necessary new work could be securely tied into the remaining structure, the defective portions of the adjacent cribwork had to be removed. Besides this new work, part of the old structure had the sheathing renewed. The whole of the breastworks is now in first class condition, and should not require any further maintenance for a few years.

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Partridge Island Water Supply.—Early in July, a considerable leakage in the water supply was discovered the consumption of water increasing from about 10,000 gallons to 115,000 gallons per twenty-four hours. Investigation was immediately made, with the assistance of a diver, and a leak was discovered in the 4 inch flexible bronze pipe, which had been in service since 1913. On account of the light construction of the pipe, it was not considered safe to use an ordinary dredge to excavate the pipe trench, and this work had to be done entirely by a diver. Three breaks were found in the pipe line, and the old pipe had to be cut out for a length of about 120 feet, and replaced by new pipe. Two breaks in the 6 inch C.I. pipe, near the mainland below high water, were also repaired. During the period that this work was under progress, Partridge Island was supplied with water by tug-boat.

General Harbour Maintenance.—During the year, the usual repairs were carried out to the various sheds, wharves and equipment. The largest items were the painting of sheds Nos. 7, 7 Extension, No. 6 Extension and No. 15; and the replanking of the greater part of the floor of shed No. 16. New ventilators were added to the old part of No. 14 frostproof warehouse, and feedways over pens were added to cattle shed "D". The roping and branding pens of latter shed had to be rebuilt to meet the new regulations. Grain conveyor to Berth 15 was repainted, and ten dock spouts at No. 5 and 6 conveyors were renewed. Wharf repairs included repairing and renewing of fenders and platforms, where required, and the construction of one, and the repairing of six floating roller fenders. These built-up floating fenders of cedar and spruce saplings, bound together, have been entirely satisfactory, and have given better service than the solid floating fenders of British Columbia Fir.

SHIPPIGAN HARBOUR

The approach was widened 20 feet to a distance of 282 feet from the inner end by an earth and stone fill, consisting of dredged material, and a new wharf section, providing a face 100 feet long at right angles to the old wharf, and a face 101 feet long parallel to the old wharf, was constructed. This wharf consists of a cribwork retaining wall generally 10 feet wide along the two faces with filling of dredged material behind to a depth from the face of 30 to 60 feet. The face is fendered and sheathed, and the work provided with three mooring posts, six ring bolts, and earth and gravel top. A depth of 8 feet at low water was made available in the berths by dredging.

VILLAGE BAY

A small triangular block, 51 feet long on one face and 46 feet on the other, of round timber cribwork, 6 to 16 feet high, sheathed, filled with brush and stone and surfaced with gravel, was built against the highway bridge as a landing place for the boats. At the same time a channel 2,500 feet long and 30 feet wide was dredged, giving a depth of 3 feet at low water ordinary spring tides, from the deeper water in the bay to the highway bridge.

WICKHAM

The remains of the high-water wharf (which had been destroyed by freshet in the spring) were removed to low-water level, and the wharf was rebuilt with square timber cribwork at the face, and for 36.3 feet on the lower side—next the low-water wharf; and the lower side was extended shorewards a total length of 53 feet with round timber cribwork. An ice slope, 27½ feet long, was built on the upper side, and sheathed with 6-inch by 6-inch timber. Inwards of the ice slope, a new stone talus was laid, 47½ feet long, to the outer end of the original stone slope. Plank covering was laid for a width of 14 feet across the front,

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inside which the wharf was filled with stone, 1,127 loads being used, and surfaced with gravel. A new slip, 9 by 10.3 feet, was built, as well as a two-story freight-shed, the upper story being for use during freshet periods, and the lower for use during the summer. Four new fenders were placed on the low-water wharf, and a new ladder, on the lower side of the high-water wharf.

GENERALLY

Repairs were made to the following works:—

Bayside wharf; Belyea's Cove wharf; Dalhousie wharf; Leonardville wharf; L'Etete wharf; Lord's Cove wharf; New Mills wharf; Portage River North breastworks and South breakwater; St. Nicholas River wharf; Seal Cove breakwater; Shippigan Gully breakwater; Tracadie breakwater.

QUEBEC

BAGOTVILLE (ST. ALPHONSE)

Work consisted in building a freight-shed and shelter 36 feet by 120 feet (frame building), demolishing the old shed, repairing the cribwork, and renewing some flooring.

BERSIMIS

The work done consisted in the reconstruction of the inner 88 feet of the wharf 14 feet wide, renewing a few piles and some sheathing in the headblock, levelling the flooring of headblock, the northeast corner of which was 2 feet too low, and constructing an extension to the headblock 50 feet by 30 feet 8 inches wide, with fenders, mooring post, ladders and railing.

BROMPTONVILLE

In 1894, the department built some protection works along the shore of the St. Francis river in front of the Grand Trunk Railway station and in front of the sash and door factory, situated some 375 feet below the station. Those works being absolutely in ruin, during the present fiscal year a new protection crib was built in place of the old ones, and the gap which existed between the two first structures was filled. The new structure is 535 feet long, of open-faced crib work, 9 feet wide at top, of a mean height of 12 feet, and covered on the river side with a 4-inch sheathing.

BRYANT'S LANDING

The crib headblock of the wharf was rebuilt in concrete from the extreme low water level. A reinforced concrete wall $3\frac{1}{2}$ feet thick at the bottom, 12 inches thick at top and 6 feet high was built all around and a six-inch concrete flooring was laid on the whole surface. Gravel was also spread on the whole right of way, and the road put in first class condition.

CABANO

The work consisted in rebuilding the superstructure of the headblock and of the approach, involving about 2,000 cubic yards of cribwork, and building a new pile headblock with two slips of different level.

CAPLIN RIVER

The work consisted in the building of an extension to the western breakwater, 100 feet in length, 16 feet in width and 11.5 feet in height; in reballasting, levelling flooring, upon 60 feet in length, the breakwater already existing; in completing the superstructure of the eastern breakwater upon 75 feet in length, 16 feet in width and 3 feet in height.

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CHICOUTIMI

A contract was entered into for the construction of the shed, waiting room and shelter.

The repairs and renewals of the wharf were done by day labour, and consisted in reconstructing 2,100 cubic yards of cribwork, filling with stone and surfacing with macadam.

CHICOUTIMI BASIN

The work consisted in the reconstruction of the part of the wharf south of the movable slip, reconstructing the pontoon and repairing the slips.

CONTRECOEUR

The headblock of the wharf was rebuilt in concrete from extreme low water level. The crib work and the stone filling was removed down to E.L.W.L. and to the necessary thickness to permit the construction of a concrete wall 13 feet high, 4 feet 6 inches thick at the base and 12 inches thick at top. The northeast end of the approach at its meeting place with the headblock was also enlarged to give better facilities to the cartage of the freight. A concrete wall, 23 feet 4 inches long and similar to the headblock wall was built and the necessary filling was made at the back.

Additional stone filling was also made in the wharf to bring its surface to the required level and a 6-inch concrete flooring was laid on the whole surface of wharf and extension to approach.

COTEAU DU LAC

The downstream pier of the wharf was completely rebuilt from low water level, as also the span connecting the two piers. The old crib and span approach was demolished, and a new one rebuilt, but on a new width of 6 feet only to accommodate the passengers, no traffic boat calling at this wharf for the freight.

GASPE

The work consisted in rebuilding the track foundation on north and south sides of the approach from shore line to shed, 160 feet in length: 650 cubic yards of stone, gravel and earth were placed in the approach upon a length of 113 feet by 52 feet in width and 3 feet in height; 300 cubic yards of stone were placed in trestle approach; 26 new doors 8 feet 3 inches by 12 feet 6 inches were built for the warehouse; 17 trusses were reinforced; 36 posts supporting trusses were raised from 2 to 5 inches; 36 posts of the walls were righted and reinforced; 36 braces were placed at a height of 15 feet to bind wall posts and posts supporting the roof trusses; 4,000 square feet of flooring were renewed; the planking was also renewed upon a length of 160 feet by 13 feet on the approach.

GEORGEVILLE

The concrete superstructure of wharf and approach was considerably repaired, and the structure raised one foot. A concrete flooring 16 feet wide, was laid on the whole length of the headblock. The concrete landing stage was raised, a new shelter 14 feet by 10 feet was built, the concrete foundation of the shed was repaired and raised, and the shelter and shed were painted.

GRANDE-RIVIERE

The work consisted in the building of an extension to the wharf under contract 65 feet in length along the front by a width of 24 feet and a height of 26½ feet and down the south side for a distance of 99 feet by a width of 20 feet. The old wharf was also raised upon a length of 261 feet by an average height of 6 feet.

GRONDINES

The work consisted in the construction of a roadway approach 300 feet long, built with two parallel concrete walls, 22 feet apart, 18 inches wide at the top, varying from 3 feet 2 inches, to 7 feet 6 inches wide at the base, and from 5 feet to 18 feet high. The two walls are tied together with $1\frac{1}{2}$ -inch steel rods, which are spaced 20 feet apart. The space between the two walls has been filled with stone.

ISLE VERTE

The work consisted in rebuilding the shore end portion of the wharf 463 feet in length by the width of the wharf and 3 to 6 feet in height, and repairing 210 feet in length by the width of the wharf.

The whole of the above areas were planked anew.

LACHINE

The old Grand Trunk Railway wharf was leased to the Dominion Government, and the department began work on the large improvements which are to be undertaken.

Fifty-eight feet of this old wharf, adjoining the east end of the Canadian Government Marine wharf, were rebuilt in concrete. The old crib structure was removed down to $2\frac{1}{2}$ feet below extreme low water level and a reinforced concrete wall was built, 11 feet high, 14 inches thick at top and 4 feet thick at the base.

LANORAIE

A contract was awarded for rebuilding the wharf in concrete and to improve the approach to the wharf; this work consisted in removing the old crib structure and sufficient of the stone filling down to low water level and on the necessary thickness to permit the construction of a reinforced concrete wall all around the headblock, and make the necessary filling and excavation in the approach to permit the laying of a 6-inch concrete flooring on the whole surface of wharf and approach.

LAVALTRIE

The work done on the wharf consisted in the reconstruction of the headblock in concrete from low water level. A reinforced concrete wall, 12 feet 8 inches high, 4 feet 6 inches thick at the base and 12 inches thick at top was built on the whole front of wharf and on a length of 7 feet 3 inches on the downstream side of headblock. The slip was also completely rebuilt in concrete.

L'ISLET

Work consisted in building by day labour an extension to the little wharf 50 by 45 by 13.5 and reconstructing an area of 27,000 square feet of the main wharf on a depth of from 4 to 8 feet.

MAKAMIK

A pilework wharf was built extending out 176 feet, drawing $4\frac{1}{2}$ feet of water at landing-head 48 by 48 feet built 6 feet above L.W.L., with pilework approach 16 feet wide, 128 feet long. A freight shed 12 by 18 feet on pile foundation is also provided.

MEKINAC

The work consisted in the construction of a stone-filled cribwork wharf, 51.3 feet long, 20.6 feet wide, 15.0 feet high at the front reaching to a depth of 5.5 feet of water at low water. Also two cribwork approaches filled up with

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stone, 11.5 feet wide, one 15.6 feet long, and the other 18.1 feet long. The outside face has been sheathed with 3 inches spruce deals. The head block and approaches floored with 3 inch spruce deals and the space between the cribs filled with earth. Two roadways, one at each end of the Government property, have been constructed.

NEW CARLISLE WEST

The work consisted in the construction of an extension to the existing break-water, 80 feet in length by 15 feet in width well ballasted with stone; 25 c.y. of ballast were also placed in the older construction.

N. D. DE LA SALETTE

A wharf was built on Lievre river, at the upper end of the village known as Charbonneau's Landing.

The structure consists of round timbered cribwork 40 by 30 feet sheathed on three faces built to elev. +9.5 feet stone filled, with two slips 8 by 10 feet built to elevations +5 feet and +3 feet. Stone and earth approach 28 feet long 40 feet wide. A freight shed 20 by 14 feet built half on cribwork and half on approach is also provided.

PETIT BONAVENTURE

The work consisted in the construction of an extension 165 feet in length by 20 feet in width well ballasted with stone; the outer portion of the older part of the structure was generally repaired and reballasted.

PICHE POINT

The reconstructed wharf as completed consists of a crib-work landing-head extending out 42 feet from top of existing stone approach in a westerly direction and 46 feet to the south thereof, and affording two landing faces of 68 and 42 feet for the larger and medium sized boats, respectively, under low water condition. The landing-head consists of five small open-face round timber cribs, standing 14 to 20 feet in height on clay bottom, supporting the flooring at elevation 592, and provided with two slips. The freight shed 20 by 40 feet and 12-foot walls, is built on pilework foundation.

POINTE A ELIE

The work consisted in completing the breastwork 225 feet in length commenced in 1922-23 along the shore on north side of wharf; a new shed 40 feet by 30 feet has been built in timber frame work covered and sheathed; 350 feet (L.F.) have been renewed and the flooring was renewed in part; a guard fence, 150 feet in length, was built along the southern face of the shore end portion of the wharf.

POINTE AU PIC

The work consisted in tearing down about 1,300 cubic yards of old crib work of wharf approach, removing 263 cubic yards of stone ballast, removing ballast floor, filling voids under crib with stone, driving 4,040 lineal feet of 12 by 12 sheet piling, building 1,265 cubic yards of stone filled crib, laying 117 lineal feet of coping, 11 fenders, 2 mooring posts, making 60 square yards of macadam and making a concrete sidewalk 375 feet long by 5 feet wide.

REPENTIGNY

The improvements to the wharf consist of:—

(a) The construction of a concrete wall 77 feet long, from 2 to 12 feet high, 12-inches thick at top and from 1 foot 10-inches to 3 feet 6-inches thick at the base, to be built on the western side of approach from the landing slip to the crib headblock. This was completed.

(b) The construction of a protection stone rip-rap along the crib approach on 146 feet 6-inches long of the western side and on the whole eastern side. 75 per cent of this work was done.

RIVIERE DU LIEVRE—LOCK AND DAM

A contract was entered into for the reconstruction of 288 lineal feet of retaining wall. Only preliminary work was done in the winter of 1923. The work consisted of demolishing the old cribwork to low water level, above the dam, and to rock bottom below the dam, and replacing the old structure with 1.3.5 concrete retaining wall, and a stone rip-rap wall 20 feet long at upstream end of same. The wall was backfilled with stone to within 2.5 feet from the top of new wall.

SOREL

A contract was awarded to rebuild in concrete, the section of the high level wharf at the confluence of the two rivers, 100 feet fronting the River St. Lawrence and 100 feet fronting the Richelieu River. The work consisted in removing the old crib structure and the stone filling down to six inches below extreme low water level and on the necessary length and width to permit the construction of a concrete wall 200 feet long, $16\frac{1}{2}$ feet high, 8 feet thick at the base and 2 feet 2 inches at the top, battered 1 in 12 on the front and offsetted at the back, this concrete wall to be anchored at every 35 feet by $1\frac{1}{2}$ inches steel rods to concrete anchor blocks 5 feet by 5 feet by 6 feet, and to lay a concrete flooring adjoining this wall, and of the same length as the wall, 1 foot thick and 12 feet 10 inches wide.

The work was completed.

STE. ANNE DE BEAUPRE

The work consisted in building a new movable slip, repairing the wharf flooring and the railing, re-setting a few bents of the trestle and widening the earth embankment.

STE. ANNE DE CHICOUTIMI

The work consisted in renewing 952 square feet of sheathing, building a shelter 25 feet by 60 feet and renewing 7,350 square feet of flooring, on the wharf.

STE. ANNE DES MONTS

The work consisted in the reconstruction of the shore end portion of the training pier located on the western bank of the mouth of river Ste. Anne. The completion of the reconstruction of the training piers involved the rebuilding of a block 270 feet in length by a width of 22 feet and 10 feet in height in round timber open faced cribwork, well ballasted with stone; on both sides of projecting ends of cross-ties on the river face, fender piles were driven 8 feet into the bottom; another block, 70 feet in length by 18 feet in width and 12 feet in height was also rebuilt in the same manner on the eastern bank of the river.

STE. ANNE DE SOREL

A breakwater was built at the downstream end of the Government wharf. This breakwater is 75 feet long on its downstream side and about 7 feet wide, composed of two rows of piles 6 feet centre to centre with stone filling between, connecting rods and fenders. It was built to protect the basin dredged also last summer alongside downstream side of wharf.

ST. BARTHELEMI (GRAND NORD)

A contract was awarded for the construction of a wharf to consist of:—

(a) An open-faced sheathed crib headblock, 50 feet long, 20 feet wide and 18 feet 3 inches high.

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(b) An earth approach, 85 feet long from 18 to 45 feet wide, protected on both sides with a six-inch sheathing on a length of 18 feet adjoining the head-block.

The work was nearly completed, the only remaining work to do being some more filling in the approach.

ST ETIENNE DE MALBAIE

The work consisted in building a wharf of the crib and bridge type, comprising 1,763.1 cubic yards of crib, 372.9 square yards of flooring, 118 lineal feet of bridge, 631 feet of railing, fifty-four fenders, eight mooring posts and four ladders.

ST. GEORGES DE MALBAIE

The work consisted in building a pier 55 feet in length by 22 feet in width and 14 feet in height. It is completed with the exception of the top tier and fenders; but was built on shore and completed too late in season to be launched into position. 60 cubic yards of ballast were placed in another pier of the break-water.

ST. OMER

The work consisted in the building of an extension to the wharf 99 feet in length by 20 feet in width and 36 feet in length by 30 feet in width built in round timber laid open faced.

ST. SIMEON

The work consisted in building and installing a new movable slip, repairing the cribwork and the flooring of the wharf and the hardwood sheathing, and replacing 2 mooring posts.

ST. SULPICE

A contract was awarded for the reconstruction of the public wharf, the work consisting of:—

(a) A concrete wall 153 feet long on the downstream side of the approach, this wall to be 4 to 12 feet high, 1 foot 8 inches thick at the top and from 2 feet to 4 feet thick at the base.

(b) A concrete wall along the back face of the headblock adjoining the approach, 12 feet 4 inches long, 12 feet high, 2 feet 8 inches thick at top and 4 feet at bottom.

(c) A 6-inch concrete sidewalk 2 feet 4 inches wide all along the concrete wall of approach.

(d) A movable wooden railing or fence along same wall.

This work was completed.

TADOUSSAC (ANSE TADOUSSAC)

The work consisted in building and installing a new movable slip to the wharf, renewing completely the hoisting apparatus and the whole flooring, stringers included, renewing 343 lineal feet of lumber sidewalk along the right of way, and renewing some of the face timbers and repairing the shed.

TERREBONNE

A contract awarded for the construction of a stone protection wall along the river shore, from the highway bridge abutment, up to Laurier street, and to make at the back of this wall, the necessary filling to bring the space between the wall and Du Pont street to the level of the road.

The wall is 230 feet long, from 16 to 24 feet high, 2 feet thick at the top and from 8 to 12 feet thick at bottom, surfaced on top and on the river side with a layer of concrete 15 and 8 inches thick respectively.

This work was completed, and a return wing 41 feet 2 inches long built alongside Laurier street to properly finish the work and prevent the earth filling from sliding.

THREE RIVERS

St. Christophe Island.—A shed was built for storing materials, machinery, etc. The new shed is 60 feet long, 30 feet wide by 15 feet high, built on studs, sheathed and roofed with 1-inch tongue and groove planking, and asbestos shingles. The flooring of the shed is built in concrete, 12 inches thick.

Wharf No. 10, Repairs.—The work consisted in the demolishing of the old crib work, 12 feet high by 10 feet wide, on a total length of 261 feet, and the rebuilding of same with a concrete wall, 8 feet wide at the base, and 3 feet wide at the top. The concrete walls have been tied at the rear with $1\frac{1}{4}$ -inch round tie rods, 35 feet long to 8 anchor concrete pillars, 3 feet square, 6 feet high.

The new concrete walls have been provided with five cast iron mooring posts.

Repairs to Coal Dock.—The work consisted in the removing of the old flooring, in excavating a trench 6 feet deep by 8 feet wide around the actual double rows of piles, on a total length of 348 feet. In this trench has been built a concrete wall 6 feet wide at the base, 4.8 feet at the top. At every 20 feet, the wall has been tied to the rear with $1\frac{1}{4}$ -inch, 60 feet long tie rods, to concrete pillars 9 feet long, 3 feet wide and 6 feet high.

The flooring which has been removed on a total length of 350 feet by 50 feet wide has been renewed with 3-inch spruce deals. The remaining excavation between the walls was filled with stone and earth before replacing the new flooring.

Wharf No. 12, Repairs.—These repairs consisted in the demolishing of an old crib work on a total length of 97 feet 3 inches, and in the rebuilding of same with a concrete wall, 6 feet wide at the base, and varying from 1 foot 7 inches to 2 feet 4 inches wide at the top, depending on the height of the wall. The walls were constructed on 113 piles varying from 15 feet to 25 feet long. The concrete walls were tied at the rear with $1\frac{1}{4}$ -inch round tie rods to two concrete pillars 4 feet square 6 feet high. The back of the wall was filled up with stone to the level of the wharf. A slip 20 feet long, 10 feet 6 inches was constructed, and a steel ladder fixed to the concrete wall.

Repairs to Ice Breaker.—The work consisted in the demolishing of the old crib-work and debris, 25 feet 6 inches high by 50 feet wide, on a total length of 150 feet. This ice breaker was reconstructed with concrete walls 16 feet wide at the base, and 4 feet wide at the top, 20 feet high, on a total length of 250 feet. The back of the ice breaker consists in a concrete wall, 150 feet long, 10 feet high, 5 feet wide at the base, and one foot six inches wide at the top. The space between those walls was filled up with one man stone. The top of the ice breaker was covered with a 12-inch thick concrete flooring. The ice breaker was provided with four mooring posts and one 5-foot square concrete well for an automatic gauge, 25 feet deep and excavated to 5 feet below low water level or zero on the gauge.

Shed on Wharf "A".—The repairs to the shed on wharf "A" consisted in the demolishing and the replacing of the wainscoting and vertical posts with sound timber, in the removing and renewing of sill beam, removing and renewing the flooring, removing and renewing the joints. The piles supporting the shed have been cut to level. The outside faces were sheathed with corrugated galvanized iron sheets. The dimensions of this shed are 401.5 feet long by 45.5 feet wide, 12 feet high.

GENERALLY

Repairs were made to the following works: Bic wharf, Beaupré wharf, Beauport wharf, Berthierville wharf, Cabano wharf, Cap de la Madeleine wharf, Cross Point wharf, Chateau Richer wharf, Descente des Femmes wharf, Douglastown wharf, East Templeton wharf, Fassett wharf, Father Point wharf, Fox River wharf, Grosse Ile Quarantine Station wharf, Grosse Roche wharf, Hopetown descent, House Harbour wharf, Ile aux Grues (Crane Island) wharf, Laprairie protection works, Lotbinière wharf, Les Eboulements wharf, Maria wharf, Matépédia Highway Bridge, Michaud's wharf, New Carlisle wharf, Noyan wharf, Péribonka wharf, Phillipsburg wharf, Pierreville wharf, Point Shea wharf, Perkins Landing wharf, Pointe aux Esquimaux wharf, Pointe aux Trembles (Neuville) wharf, Port au Persil wharf, Rivière des Vases north easterly pier, Rivière Girard wharf, Rimouski wharf, River du Loup (en bas) wharf, Rivière Ouelle wharf, Roberval wharf, Sorel Harbour ice breaker, Ste. Emelie wharf, St. Paul, Ile aux Noix wharf, Ste. Adelaide de Pabos wharf, St. Alexis wharf, Ste. Anne de la Pocatière wharf, St. Antoine de Richelieu wharf (Verchères), St. Antoine de Tilly wharf, St. Charles de Richelieu wharf, Ste. Croix wharf, Ste. Famille (Ile d'Orléans) wharf, Ste. Félicité wharf, St. François (Ile d'Orléans) wharf; Ste. Fulgence wharf, St. Godfroy wharf, St. Jean (Ile d'Orléans) wharf, St. Jean Joli wharf, St. Jérôme wharf, St. Laurent (Ile d'Orléans) wharf, St. Michel de Bellechasse wharf, St. Pierre les Becquets wharf, Sabrevois wharf, Seven Islands wharf, Squateck wharf, Vaudreuil wharf.

ONTARIO

AULTSVILLE

The reconstruction of the wharf was completed.

The work consisted of sinking an open face crib 20 feet by 24 feet up stream and rebuilding on top of existing cribs from low water up, forming a landing-head of 52 feet.

Another crib 9 feet by 30 feet was sunk to support the approach and freight-shed 16 feet by 24 feet built of corrugated sheet iron.

BAYFIELD

The work consisted of the following:

North Side.—Small crib at inner end of north pier reconstructed 8 feet wide by 58 feet long, from water line up.

South Side.—Timber crib 290 feet long by 30 feet wide, between concrete pier and shore, lowered to the same elevation as concrete portion. Stringers and decking were renewed throughout, new face timbers were placed along the south side, on one row along the north side, and new cross ties where necessary. Outer timber structure—80 lineal feet of new curbing placed along the north side.

BLIND RIVER

The work consisted in reconstructing the wharf by cutting the piles off at low water level, removing the whole of the old superstructure, pulling out a number of piles and rebuilding an entirely new wharf superstructure. Incidentally, the width of the pilework approach was reduced to 16 feet for a length of 352 feet.

BRACEBRIDGE

The work done consisted in the construction of a breakwater with a total length of 138 feet and a width of 12 feet, made up as follows: concrete and

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stone approach, 88 feet by 12 feet, cribwork with concrete superstructure, 50.5 feet by 12 feet.

FORT WILLIAM

Rubble mound extension to the Mission river breakwater.—The core was brought to grade and the remainder of the covering course of large stone completed.

The usual method of bringing and placing the large covering rock by means of derrick scows was followed, the length of haul being 10 miles.

This breakwater as constructed, presents a very good appearance and answers perfectly the purpose for which it was intended.

GODERICH

The work consisted of the following:—

North Pier.—General repairs to decking and stringers.

South Pier.—General repairs to decking and stringers, and straightening mooring posts; 147 feet of superstructure rebuilt in concrete, and substructure strengthened with bearing and anchor piles. An additional 153 feet of substructure strengthened by bearing and anchor piles. Superstructure removed and site ready for reconstruction in concrete.

River Breakwater.—Eighty-six lineal feet of exposed face of breakwater reconstructed in concrete, the first 72 lineal feet carried to rock foundation 6 feet below water line. An additional 140 lineal feet of superstructure removed to water line from face into longitudinal timbers, a width of 10 feet, and the site now ready for reconstruction in concrete. Old rock filling placed in rear of structure to strengthen same during the winter.

GRASSMERE

A wharf was built as follows, viz: Stone approach, 100 feet in length by 30 feet in width. Pilework structure, 56 feet in length by 30 feet in width. Total length of wharf, 156 feet, width 30 feet.

HAILEYBURY

To permit traffic on the wharf during the navigation season, pending its reconstruction, certain improvements to the burnt structure had to be made. These consisted of temporarily jacking up and levelling 106 lineal feet of approach, placing posts and temporary bracing. These repairs were made permanent, by placing 13 framed bents and 13 sets of sway bracing, building 112 lineal feet of reinforced concrete wall, with anchor bolts for floor stringers, at 8-foot centres, on north side of approach.

The reconstruction of the wharf consisted of removing the superstructure of burnt pile-work in the section of approach 120 feet long, 24 feet wide, on south side of approach and in a section of landing-head, 64 feet wide 176 feet long; building framed bents on top of old piles; placing pile caps, stringers, sway struts, waling strips, filler plates, blocks and braces, and a 4-inch flooring over section of landing-head 288 feet long 64 feet wide, and over a section of approach 120 feet long 24 feet wide. Round timber wales were placed around landing-head and on south side of approach. The structure is provided with six slips 7 feet 6 inches wide 16 feet long, and two slips 24 feet long 10 feet wide. The dismantled warehouse, 40 by 72 feet from Piché Point, Que., was rebuilt on this wharf. 200 lineal feet of 3-pipe handrailing was replaced, and 25 nigger-heads were placed on landing-head and approach.

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KINCARDINE

The following work was performed:—

South pier for a length of 376 feet rebuilt having concrete superstructure, close faced T & G sheet pile substructure, with vertical and battered anchor piles.

The general repairs to the piers consisted of the following: 200 lineal feet of superstructure on west side of inner basin rebuilt in concrete; substructure strengthened with bearing piles. General repairs to decking of south pier and the remaining wharf around basin.

LEFAIVRE

The reconstruction of the cribwork and pilework wharf consisted in demolishing old cribs, cutting off piles, erecting a new open face cribwork on the old foundation, 95 feet long, 19 to 23 feet wide, to elevation 144.3, with ice-breaker; framed bents were built on old piles, the flooring was laid as well as part of the wheel guards and handrailing.

MCGREGOR'S CREEK, CHATHAM

The work consisted in the renewal of 182 feet of revetment wall and repairs to sheathing along the north side of the creek at its mouth fronting certain ordnance lands leased to the city of Chatham and called Tecumseh Park.

MILLHAVEN

The new wharf was completed.

The structure extends out 86 feet at elevation 250 (lake datum elevation 245), drawing 9 feet at landing-head, 24 by 48 feet, and the approach 12 feet wide, 72 feet long, is built of open face round timber cribwork with 16-foot spanning platforms. A freight shed 12 by 16 feet, and 10-foot walls is also provided.

PEMBROKE

The reconstruction of the public wharf, the dredging and other harbour improvements were authorized.

The work carried out consisted of driving all the piles in the relieving platform under bulkhead wall; demolishing part of old pilework approach on the south side of Canadian Pacific Railway embankment; and building two riprap walls, 152 feet long, 9 feet high, with sand and gravel filling, and placing three to four feet of stone in the east riprap wall, 527 feet long, located north of the Canadian Pacific Railway.

PORT ARTHUR

Rubble Mound Extension, Main Harbour (North).—A contract was let for a rubble mound extension to the breakwater, 2,000 feet in length, on the same alignment as the last leg of the Bare Point breakwater, and starting across a gap of 500 feet in width to be known as the Main Entrance (north). This contract provides for the placing of approximately 375,000 tons of rock.

As the work was commenced somewhat late in the season, very little could be done, but 13,950 tons of rock were loaded into dump scows by means of a dipper dredge, towed to the site of the work and deposited in place before December 1, when operations were discontinued.

The length of haul was 13 miles.

While the quantity actually placed was small, the start made was considered to be sufficient to show that the work should proceed satisfactorily and rapidly during the season of 1924.

PORT BURWELL

Work was resumed and completed, as follows:—

The section of concrete superstructure 110 feet long starting 170 feet in from the outer end of the breakwater, which had been partially rebuilt during 1922-23 was completed. 160 tons of rubble stone from 3 to 10 tons each were placed along the lake face of the breakwater, in addition to what was placed during the previous year. Steel cable hand rail was placed along the back of breakwater for whole length.

The work of repairs to the West pier was performed by days labour.

PORT COLBORNE

The following work was performed:—

West Breakwater.—The completion of two sections, 230 feet and 90 feet, of the breakwater in the new section. The removal of 319 feet of old timber back wall of breakwater to water level and rebuilding of same in concrete. The placing of four timbers across the face of the headblock for four feet above water level to protect the concrete face.

East Breakwater.—Reconstruction of entire superstructure in mass concrete for a length of 158 feet. Reconstruction of the superstructure with the exception of the back apron in mass concrete in three places for a length of 80 feet, 110 feet, and 55 feet.

PORT DOVER

The work consisted of the following:—

West Pier.—A section 120 feet long and 16 feet wide, being the west half of the pier, was rebuilt from water level up. This section extends from the North end of the portion repaired last year north to the end of the wide part of the pier.

East Pier.—About 250 lineal feet of 10 inch by 12 inch face timbers have been placed along the water line.

PORT STANLEY

The following work has been performed:—

Excavation completed. Piling forming substructure of concrete pier was completed with the exception of two small gaps in the sheet piling, which are to be done with a heavier hammer. 200 sheet piles and 125 batter piles were driven in sheet pile wall. Work on this wharf was begun at the outer end and 175 feet is now completed, including waling, bolts, etc. One cluster of five fender piles and one cluster of seven fender piles were driven at the outer end of the sheet pile wall.

RICHARD'S LANDING

The work performed consisted in repainting the warehouse buildings and rebuilding the westerly end of the wharf over an area of 34 feet by 67 feet, which was of timber construction and in a dangerous condition from decay. The old timber was removed to the water level. Two small cribs were constructed to fill in gaps—15 feet by 12 feet by 9 feet and 18 feet by 12 feet by 6 feet; about 1,000 cubic yards of rock and gravel fill were put in; a concrete wall 3 feet by 3½ feet by 102 feet long was moulded around the sides and tied back with iron rods, and the cattle pen was reconstructed.

SEVERN FALLS

The work on the wharf consisted of an anchorage crib 12 feet by 15 feet by 4 feet, together with a floating wharf, 100 feet by 12 feet which was moored

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to the anchorage crib. This floating wharf consisted of a timber grillage supported by thirty-three galvanized tanks each 22 inches by 30 inches.

STURGEON FALLS

A contract was let for the construction of a combined railway trestle and dock.

The work consists of a pilework structure extending 210 feet, with an overall width of 28 feet 10 inches for a distance of 90 feet, receding to the 14-foot width for standard railway trestle, with necessary waling, to form suitable landing face. The structure stands in 20 feet of water at the wharf landing face, and in 8 feet, at the trestle landing face.

THESSALON

The construction of an extension to the breakwater was authorized. The work performed consisted of depositing 12,201 tons of rock in place, covering a length of 450 feet, measured from the inner end of the structure, of which 200 feet is completed work covered by the large capping stones.

TORONTO

A contract was awarded for repairs to the stone talus of the breakwater, adjacent to the south shore of Toronto island.

These repairs consisted in filling in large rubble stone in the voids existing in the talus of the breakwater, and covering nine detached sections, having a total lineal length of 985 feet.

Besides the talus repairs, the rubble stone on two groynes was renewed for a length of 40 feet on each groyne, by the full width of the groyne.

In making these repairs, 2,471,415 tons of rubble stone were used.

Western Section.—The contractors completed the unfinished portion of the substructure and placed the concrete on sections N, O, P and Q, 2,240 lineal feet in all.

The cribwork on sections T, U, V and W. (2,190 lineal feet) was placed in position before the close of operations on the breakwater for the year.

107 concrete blocks were manufactured to complete the season's requirements. There are also 430 blocks on hand for use next year. Work on the breakwater was suspended on December 18 and the plant laid up. Crib building however has been continued throughout the winter months with the result that twelve cribs have been partially completed and launched.

Dredging.—The necessary dredging for crib seats was completed for all remaining sections of the breakwater. This necessitated the removal of some 12,360 cubic yards of material consisting of loose rock, shale and sand.

WHITBY

A contract was awarded for the construction of a concrete superstructure over the remaining 200 lineal feet on the east side of the slip.

Reconstruction operations were completed in September.

GENERALLY

Repairs were made to the following works:—

Bayfield north and south piers, Big Bay Point wharf; Charlton wharf; Kincairdine piers and wharf; Kingston R.M.C. bank protection; Meaford revetment wharf; Petawawa wharf; Port Bruce west pier; Portsmouth pier; Silverwater wharf.

MANITOBA

DELTA

The work consisted in driving 25 two-pile bents across the channel at 10-ft. centres. These bents were properly braced and capped. On the outside of the round piles were placed two walings on which was secured the sheet piling after same had been driven to an average of 12 feet penetration. On top of the dam, decking and guard-rails were placed to provide for public traffic. The space between the two rows of piling at the shore ends was filled with marsh hay, willows, roots and stumps, which was the only material available in that district for the purpose.

A strong mattress 160 feet long was built in place on the east side of the channel, to protect the east end of the dam during high water.

A dam was constructed to close the channel running from lake Manitoba to the slough in order to stop the current from flowing inward, thereby preventing erosion of the banks and doing away with necessity of building sheet pile protection every year to save adjoining property.

NETLEY CUT

This channel runs from the Red river to Netley lake, and owing to the swift current flowing, either from the river or the lake, according to the direction of the wind, it had been found impossible to maintain a small bridge over the canal owing to the excessive erosion, caused by ice or high water, which took place every year. The bridge provided access for farmers and settlers to their hay lands, which were cut off by this channel.

The channel was therefore closed by driving a double row of sheet piling properly secured by means of walings and braces to the guide or round piles driven every 4-feet centre.

About thirty cords of rip-rap were also placed on both sides of the wall.

PORTAGE LA PRAIRIE

In 1908, in order to relieve the flooding by the Assiniboine river, in the vicinity of Portage la Prairie, a canal 20 feet wide and 7 feet deep was dug, across a point formed by a bend in the river. During the flood periods from 1916 to 1921, this canal, due to erosion, was enlarged and in 1922, became the main channel of the river. This condition left the bend dry. The sewage from the city of Portage la Prairie, which was emptied in the river at the north end of the bend, was then left on the dry bed of the river and soon constituted a menace to health, etc.

In order to remedy these conditions many investigations were made and many projects were studied, and it was finally agreed with the city of Portage la Prairie that the department extend the sewerage system by 5,522 lineal feet to the Assiniboine river and the work was accordingly done.

RED RIVER

The entrance to Red River from Lake Winnipeg is protected by two walls about 300 ft. apart, each composed of a double row of round sheet piling.

Considerable damage in the past has occurred from storms and ice on lake Winnipeg and to prevent further damage rip-rap was placed along the inside face of these walls, where erosion had taken place, and also inside the work itself, where signs of weakness were noticed.

WINNIPEGOSIS

A wharf was constructed consisting of four cribs 16 feet long and in sinking them in place 12 feet apart. The depth of the cribs which were filled with stone, was 12 feet.

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WANIPIGOW (HOLE) RIVER

The work done consisted in building above the 4th rapid a cribwork dam fully ballasted, length 93.5 feet, width at top 5.0, base 17 feet, depth about 5 feet.

SASKATCHEWAN

CRAVEN

A contract was awarded for the reconstruction of the dam, the old structure having become dilapidated. The new work will be 90 ft. long with a bottom width of 30 ft. and approximately 8 ft. high at the crest.

BRITISH COLUMBIA

ANGLEMONT

A wharf, 155.4 feet long by 32 feet wide, was constructed. It is composed of pile bents, the inner 29 feet forming a level platform at an elevation of 3 feet above average high water, the remaining 116.4 feet running on a grade of 1 in 9.7 from platform elevation to a point 2 feet above average low water, so as to enable landings to be made at all stages of water.

BENTINCK ISLAND

A boat landing for the Quarantine Station tender *Evelyn* was built on the westerly side of the island as follows: Float 10 feet by 40 feet with gangway 4 feet by 32 feet and pile approach 51 feet 6 inches by 6 feet. A path 48 feet by 6 feet was constructed by day labour along the edge of the rock point giving access to the float.

BURDWOOD BAY

New Float.—This work consisted in constructing a new float, 28 feet by 40 feet, having eight cedar float logs. A shed 10 feet by 12 feet was transferred from old float to new one, a 7-ton concrete block anchor was provided, and two new 65 foot boom sticks fastened from float to shore.

CANOE

The work consisted of an extension to the wharf 16 feet wide and 67.5 feet long, at the outer end and along the east face of the existing structure.

COWICHAN LAKE

A wharf was constructed at the end of Lakeview avenue with wharf-head 56 feet by 30 feet, approach 254 feet by 12 feet freight shed 12 feet by 16 feet and two slips.

DIGBY ISLAND

A float and gangway were placed adjacent to the north approach to the Quarantine wharf; the float has a length of 57 feet 9 inches with a width of 16 feet and a trussed gangway 44 feet by 4 feet. A plank walk giving access to the above, 710 feet by 3 feet 2 inches, was provided.

ESQUIMALT

A landing float was constructed 45 feet by 18 feet with pile approach 38 feet by 6 feet and connecting gangway 32 feet by 4 feet.

FANNY BAY

A wharf was built on the following dimensions: Approach, 310 feet by 14 feet; wharf-head, 60 feet by 40 feet; freight shed, 12 feet by 16 feet, while an existing float, 10 feet by 70 feet was moored at the north end of the wharf and connecting gangway provided. The wharf head is of creosoted piling, the approach being partially of creosoted and partially of untreated piles.

GRIEF POINT AND RAGGED ISLANDS

The work done consisted in placing and fastening 5,000 lineal feet of booms on the eastern shore of the channel between Ragged island and the mainland, building a concrete block on rock in Keenan bay on the South Ragged island, and placing six spar buoy anchorages to the north of Grief point.

HARROP

A wharf was constructed consisting of a main landing float 40 feet wide by 80 feet long, and a floating approach 16 feet by 208 feet made up of eleven 16 feet by 16 feet sections. This approach during low water is supported by caps laid on the old bent pile cut down to a grade of 1 in 11.25. An approach section 16 feet wide, with average length of 30.6 connects approach floats to main float. An apron section 16 feet by 16 feet is provided at shore end.

HAYSPORT

A landing was built as follows: Float 48 feet by 16 feet; pile approach, 281 feet 6 inches by 8 feet, with freight shed 10 feet by 12 feet at outer end, and connecting gangway 44 feet by 4 feet.

HOLBERG

The landing at Holberg consisted of a pile approach 2,229 feet in length with float and gangway at the outer end. For a distance of 1,064 feet from the shore end the piling was in fair condition, while for 1,165 feet at the outer end the piling was so far depreciated owing to the attack of limnoria as to require renewal. It was decided to abandon the outer end of the approach and connect the shore end of same with the shore by means of a pile trestle, 200 feet by 12 feet. In continuation of this a trail 1,030 feet by 5 feet was built with a pile trestle at its extremity, 105 feet by 12 feet, to the end of which the existing float and gangway were moved and moored.

LOCKPORT

A new wharf-head was built, 60 feet by 30 feet with approach 24 feet by 8 feet and freight-shed, 20 feet by 14 feet.

LYALL HARBOUR

A new float, 70 feet by 16 feet was provided at the easterly end of the wharf with connecting gangway, 30 feet by 4 feet to replace the old float.

NANAIMO

With the object of preventing silt from the Nanaimo and Chase rivers being carried into the south channel of Nanaimo harbour a diversion dam of sheet piling, 573 feet in length was built to a height of 5 feet above l.w.l.

RENATA

Work consisted in building a pile bent wharf 286 feet long, by 32 feet wide. A section 26 feet long at the shore end was built out level at an elevation of

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5 feet above high water. From this point the wharf slopes on a grade of 1 to 11 to an elevation of 5 feet above low water, thus enabling landings to be made at all stages of water.

SHUSHARTIE BAY

A floating steamboat landing was constructed on the east side of Shushartie bay. The work consists of a float, 60 feet by 30 feet with pile approach, 52 feet by 6 feet and connecting gangway, 48 feet by 4 feet and freight shed, 10 feet by 12 feet.

SIDNEY

The auto ferry slip at Sidney is the landing of the International ferries plying to Anacortes and Bellingham, U.S.A. Dolphins were driven at different points as required by the ferry steamers and a plank wall was constructed between the winch tower and the line of dolphins in the westerly approach to the landing. A new apron 10 by 12 was constructed at end of gangway and damage sustained to the landing during severe storms in December was repaired. A portion of the approach was widened 3 feet.

STEVESTON JETTY

Contract was awarded for the completion of the Third Section of the Steveston Jetty, at the mouth of the Fraser river, on the north side of same.

The object of the work is to confine the river at its mouth in a well-defined channel, and prevent the silting up of the navigable channel with sand and silt brought down by the river.

The type of construction consists of brush apron mattress and rock mound, the elevation of the top of the mound to be 12 feet above Sandheads zero, and 6 feet wide at the top.

This work has not progressed as rapidly as had been expected owing to continued westerly gales. Up to the end of the fiscal year 300 lineal feet of mattress was placed, and 584 tons of one-man rock spread over the top of mattress.

WOODWARDS TRAINING WALL

A contract was awarded for the construction of a training wall at Woodward's channel on the Fraser river, about one mile above Steveston.

The object of the work is to confine the river to a well-defined channel at this point, and to prevent the dissipation of the river water over its present wide area. In the past it has been necessary to maintain the dredge *Fruhling* at this point for long periods, to dredge out the sand and silt deposited in the channel by the river, and it is expected that the construction of this wall will eventually obviate the necessity of continued dredging here.

The type of construction adopted is rock mound placed on a brush mattress two feet thick.

GENERALLY

Repairs were made to the following works:—

Beaton Wharf; Burgoin's Bay (Nanaimo) Wharf; Cracroft Float; Ewing's Landing Wharf; Jeune Landing Wharf; Okanagan Centre Wharf; Port Renfrew Wharf.

DREDGING OPERATIONS

CONTRACT DREDGING AND DREDGING BY DAY LABOUR, 1923-24

- Adolphus and Glenora, Ont.*—Under agreement with Frontenac Dredging Company, Derrick No. 1. Quantity removed, 1,110 cubic yards, place measurement, at \$20 per hour, class "B," sand, stone, clay, gravel. Amount passed for payment, \$600. Work commenced November 16, 1923, completed November 20, 1923. Object of work: Dredging at Ferry Landings to accommodate ferry.
- Anse à Valteau, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$578.64. Work commenced July, 1923, completed November, 1923. Object of work: Removal of boulders lying about in fishermen's harbour.
- Anse Blanche (Cap Chat), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$500. Work commenced June, 1923, completed June, 1923. Object of work: Removal of boulders from beach where fishermen's boats are hauled up above high water line.
- Anse Fougère, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$101.93. Commenced August, 1923, completed November, 1923. Object of work: Removal of boulders obstructing access to beach northern extremity of cove.
- Anse St. Yvon—L. Côté—Que.*—Under day labour with District Engineer P. E. Amiot. Amount passed for payment, \$100.45. Work commenced September, 1923, completed October, 1923. Object of work: Removal of boulders from fishermen's harbour.
- Anse St. Yvon—Frs. Gaumont—Que.*—Under day labour with District Engineer P. E. Amiot. Amount passed for payment, \$256.94. Work commenced September, 1923. Completed November, 1923. Object of work: Removal of boulders from fishermen's harbour.
- Bowmanville, Ont.*—Under contract No. 14,110 with Randolph MacDonald Company. Limited, dredge *R.M.C. No. 10*. Quantity removed, 13,099 cubic yards place measurement at 65 cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$8,514.22; inspection, \$191.09. Total expenditure, \$8,705.31. Work commenced July 7, 1923, completed July 30, 1923. Object of work: To provide a channel from lake to coal shed—1,200 feet by 50 feet to 14 feet draught.
- Beaver Harbour, N.B.*—Under contract No. 13,778 with J. A. Gregory, dredge *New Brunswick No. 1*. Quantity removed 1,249.4 cubic yards, scow measurement at 60 cents per cubic yard, class "B," mud, gravel. Amount passed for payment, \$1,031.06; inspection, \$24.50. Total expenditure, \$1,055.56. Work commenced July 20, 1923, completed July 27, 1923. Object of work: To provide berths at the Public Wharf for passenger and freight steamer *Connor Bros.* and other vessels at all tides. Dredged to 8 feet low water.
- Benoit's Cove, N.S.*—Under day labour with District Engineer Locke. Amount passed for payment, \$198. Work commenced July, 1923, completed July, 1923. Object of work: Removal of rock and boulders to allow for the construction of a small skidway.
- Berthier (en bas), Que.*—Under contract No. 14,219 with Lachance, Limited, dredge *Derriek No. 3*. Quantity removed 8,583 cubic yards scow measurement at 60 cents per cubic yard, class "B," sand, clay, mud, stone. Amount passed for payment, \$5,149.62; inspection and advertising, \$328.50; total expenditure, \$5,478.12. Work commenced September 3, 1923, completed November 5, 1923. Object of work: To dredge on both sides of the wharf to 8 feet below L.W.O.S.T. to permit easier access and shelter to vessels, and to permit steamer *Champion* to remain afloat at low tide.
- Byng Inlet, Ont.*—Under contract No. 13,824 with Wm. Bermingham, dredge *Goderich*. Quantity removed 42,597.8 cubic yards place measurement at 60 cents per cubic yard, class "B," sand, clay. Amount passed for payment \$25,839.52; inspection and advertising, \$2,120.48; total expenditure, \$27,960. Work commenced May 29, 1923, completed August 7, 1923. Object of work: Removal of shoal spots in Magnetewan river and shoal at mouth of Still river to facilitate navigation to C.P.R. dock at Byng Inlet.
- Campbellton, N.B.*—Under agreement with Felix Michaud, dredge *Excavator*. Quantity removed 7,992 cubic yards scow measurement at 60 cents per cubic yard, class "B," mud, logs. Amount passed for payment, \$4,795.14; inspection, \$233; total expenditure, \$5,028.14. Work commenced June 15, 1923, completed August 23, 1923. Object of work: To remove a beam along the face of the deep water wharf and to provide sufficient water in the berths to permit vessels to lie afloat while loading.

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- Canning, N.S.*—Under day labour with District Engineer Locke, hand dredging, mud. Amount passed for payment, \$30. Work commenced May, 1923, completed May, 1923. Object of work: Removal of mud from wharf front.
- Canso, N.S.*—Under contract No. 14,198 with Wm. McFatridge, dredge *Liberty*. Quantity removed, 1,241 cubic yards scow measurement at \$95 per day, class "A" and "B," stones, boulders. Amount passed for payment, \$9,437.50; inspection and advertising, \$401.50; total expenditure, \$9,839. Work commenced August 20, 1923, completed December 17, 1923. Object of work: Cleaning up broken rock, boulders and other loose material overlying solid rock on shoal to east of Whitman's wharf to 16 feet below L.W.O.S.T.
- Cap à la Baleine, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$499.95. Work commenced August, 1923, completed September, 1923. Object of work: Removal of boulders and rock to facilitate navigation.
- Cap DesRosiers Est. (Anse André Ferguson), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$251. Work commenced July, 1923, completed August, 1923. Object of work: Removal of boulders to allow fishermen to land with their fish catch.
- Cap DesRosiers (Anse à Louise), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.05. Work commenced September, 1923, completed September, 1923. Object of work: Removal of boulders obstructing access to beach.
- Cap DesRosiers (Anse A. Dunn), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.95. Work commenced August, 1923, completed August, 1923. Object of work: Removal of boulders from fishermen's harbour.
- Cap DesRosiers (Anse Frs. Bélanger), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.86. Work commenced September, 1923, completed September, 1923. Object of work: Removal of boulders and rock obstructing access to beach.
- Cap DesRosiers (Anse à Giasson), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced November, 1923, completed November, 1923. Object of work: Blasting and removing some of the rock ledge obstructing access to beach.
- Cap DesRosiers (Anse à Packwood), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced September, 1923, completed September, 1923. Object of work: Removal of boulders and blasting away some of the tuff caps obstructing access to beach.
- Cap DesRosiers (Anse Jos. Ste. Croix), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$199.88. Work commenced September, 1923, completed September, 1923. Object of work: Removal of boulders obstructing access to beach.
- Cap DesRosiers (Anse T. Fortin), Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.10. Work commenced September, 1923, completed September, 1923. Object of work: Removal of boulders obstructing fishermen's harbour.
- Cape Auger, N.S.*—Under day labour with District Engineer Locke. Amount passed for payment, \$60.96. Work commenced November, 1923, completed November, 1923. Object of work: Test borings for dredging.
- Caughnawaga, Que.*—Under day labour with District Engineer Dansereau. Amount passed for payment, \$1,138.10. Work commenced August, 1923, completed January, 1924. Object of work: Removal of boulders at Caughnawaga in order to clear the channel, and survey.
- Centreville (Trout Cove), N.S.*—Under day labour with District Engineer Locke, hand dredging. Amount passed for payment, \$976.26. Work commenced September, 1923, completed October, 1923. Object of work: To allow fishermen's boats in to the break-water at all tides.
- Chlorydormes—Anse à Cannon—Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.27. Work commenced October, 1923, completed October, 1923. Object of work: Removal of boulders obstructing entrance of inside harbour channel.

- Chlorydormes—Anse à Côté—Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$299.91. Work commenced May, 1923, completed September, 1923. Object of work: Removal of boulders to give fishermen's boats safe access to shore.
- Chlorydormes—Anse à Coulombe—Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$200.01. Work commenced June, 1923, completed August 24, 1923. Object of work: Removal of boulders from mouth of small stream to give better sheltered harbour.
- Chocolate Cove, N.B.*—Under contract No. 13,778 with J. A. Gregory, dredge *New Brunswick No. 1* and *Beacon Bar*. Quantity removed, 274.3 cubic yards scow measurement at 60 cents per cubic yard, class "B," slate, gravel, sand, silt. Amount passed for payment, \$166.60. Work commenced July 19, 1923, completed July 19, 1923. Object of work: To provide greater depth at the pontoon slip and to stop shoaling at inner side of dredged basin.
- Cobourg, Ont.*—Under contract No. 13,819 with The Frontenac Dredging Company, Ltd., dredge *St. Lawrence*. Quantity removed, 27,068 cubic yards scow measurement at 58 cents per cubic yard, class "B," sand, mud. Amount passed for payment, \$15,699.44; inspection and advertising, \$666.80; total expenditure, \$16,366.24. Work commenced June 26, 1923, completed October 2, 1923. Object of work: Dredging entrance channel and basin to permit free movement of car ferries and ensure safe entry for these vessels in all weather.
- Cobourg, Ont.*—Under contract No. 14,230 with Frontenac Dredging Company, Limited, dredge *St. Lawrence*. Quantity removed, 23,897 cubic yards scow measurement at 65 cents per cubic yard, class "B," mud, sand, sewage. Amount passed for payment, \$15,533.05; inspection, \$362.23; total expenditure, \$15,895.28. Work commenced August 28, 1923, suspended for season November 20, 1923. Object of work: Dredging in harbour to 18 feet to 22 feet to facilitate navigation of car ferries.
- Collingwood, Ont.*—Under contract No. 14,234 with C. S. Boone Dredging and Construction Company, Limited, dredge *General Meade*. Quantity removed, 771½ cubic yards place measurement class "A" rock at \$5.50 per cubic yard and 16,216 cubic yards place measurement class "B," mud, clay, at 75 cents per cubic yard. Amount passed for payment, \$18,432.29; inspection and advertising, \$459.08; total expenditure, \$18,891.37. Work commenced October 1, 1923, suspended for season, December 10, 1923. Object of work: Deepening turn in channel on west side to 21 feet and removal of rock at entrance to Dry Dock No. 2.
- Comeauville, N.S.*—Under day labour with District Engineer Locke, hand dredging. Amount passed for payment, \$802.10. Work commenced August, 1923, completed September, 1923. Object of work: Hand dredging. Removal of sand and gravel and some boulders from alongside of the breakwater.
- Courtenay River, B.C.*—Under day labour with District Engineer Forde. Amount passed for payment, \$52.50. Work commenced October, 1923, completed October, 1923. Object of work: Removal of snags and boulders which were obstructing navigation.
- Courtenay River, B.C.*—Under contract No. 13,855 with Grant Smith and Company and McDonnell, Ltd., dredge *P.W.D. No. 313*, Victoria. Quantity removed, 2,800 cubic yards place measurement at 85 cents per cubic yards, class "B," boulders, gravel. Amount passed for payment, \$2,460. Work commenced March 27, 1923, completed April 5, 1923. Object of work: Completion of contract for the removal of boulders, sand and gravel cast over on a previous occasion.
- Courtenay River, B.C.*—Under day labour with District Engineer Forde. Quantity removed, 5,000 cubic yards place measurement, class "B," sand. Amount passed for payment \$2,446.24. Work commenced December 3, 1923, suspended for season March 31, 1924. Object of work: Removal of two new sand bars which completely block the river.
- Curry's Cove, N.B.*—Under contract No. 14,196 with J. A. Gregory, dredge *New Brunswick No. 1* and *Beacon Bar*. Quantity removed, 4,050.4 cubic yards scow measurement at \$1.10 per cubic yard, class "B," mud, clay, gravel, boulders. Amount passed for payment, \$4,009.90; inspection and advertising, \$145.95; total expenditure, \$4,155.85. Work commenced July 28, 1923, suspended November 13, 1923. Object of work: Dredging channel to 3 feet and basin to 4 feet to provide deeper water at or near the principal fish wharves.
- Digby, N.S.*—Under day labour with District Engineer Dodwell. Amount passed for payment, \$125. Work commenced July, 1923, completed July, 1923. Object of work: Repairs to Orange Peel Bucket.

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- Digby, N.S.*—Under contract No. 14,430 with St. John Dry Dock and Shipbuilding Company, dredge *Leuconfield*. Quantity removed, 10,523 cubic yards place measurement at \$1 per cubic yard, class "B," mud, sand, hardpan, rock. Amount passed for payment, \$11,006.28; inspection and advertising, \$150.92; total expenditure, \$11,157.20. Work commenced December 10, 1923, completed December 21, 1923. Object of work: Dredging berth to 24 feet below low water between piers at Digby, N.S.
- Eastern Harbour, N.S.*—Under contract No. 14,324 with The Glasgow Dredging Company, dredge *Cadeco*. Quantity removed 10,611 cubic yards scow measurement at 63 cents per cubic yard, class "B," fine sand, gravel. Amount passed for payment, \$6,016.44; inspection and advertising, \$387.56; total expenditure, \$6,404. Work commenced October 4, 1923, suspended for season November 5, 1923. Object of work: Dredging entrance channel to 16 feet below low water level to facilitate transportation of gypsum.
- Echourie, P.Q.*—Under day labour with District Engineer Amiot. Boulders. Amount passed for payment, \$164.91. Work commenced November, 1923, completed November, 1923. Object of work: Removal of boulders in fishermen's harbour.
- Fort William, Ont.*—Under contract No. 14,129 with O'Brien and Martin, dredge *Dominion*. Quantity removed, 23,842 cubic yards place measurement at 46 cents per cubic yard, class "B," clay, sand. Amount passed for payment, \$10,958.12. Work commenced July 9, 1923, completed July 18, 1923. Object of work: Dredging at docks to 26 feet below low water.
- Fox River—J. E. English—Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$199.58. Work commenced August, 1923, completed September, 1923. Object of work: Removal of boulders along western face of wharf.
- Fox River—F. Depres beach—Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.17. Work commenced November, 1923, completed November, 1923. Object of work: Removal of boulders obstructing access to beach.
- Fox River—F. Tapp's Beach—Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$199.67. Work commenced July, 1923, completed August, 1923. Object of work: Removal of boulders obstructing access to beach.
- Fox River—Cotton's Beach, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$250. Work commenced July, 1923, completed October, 1923. Object of work: Removal of stones and boulders obstructing access to beach.
- Fraser River, B.C.*—Under day labour with District Engineer Worsfold. Amount passed for payment, \$1,604.45. Work commenced June, 1923, completed July, 1923. Object of work: Removal of snags and other obstructions from the upper navigable portion of the Lower Fraser river.
- Fraser River Mouth, B.C.*—Under day labour with District Engineer Worsfold. Survey. Amount passed for payment, \$6,207.77. Work commenced April, 1923, completed February, 1924. Object of work: Survey and inspection *re* dredging.
- French River, N.S.*—Under day labour with District Engineer Loeki. Amount passed for payment, \$99.75. Work commenced September, 1923, completed September, 1923. Object of work: Removal of boulders from channel where they were obstructing navigation.
- Glen Valley, B.C.*—Under day labour with District Engineer Worsfold.. Amount passed for payment, \$210. Work commenced October, 1923, completed October, 1923. Object of work: Deepening of approach to Government wharf.
- Goderich, Ont.*—Under day labour with District Engineer Craig. Drilling and blasting rock. Amount passed for payment, \$6,305.33. Work commenced April, 1923, suspended for season, November, 1923. Object of work: Drilling and blasting solid rock before dredging.
- Grande Anse, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$331.18; advertising, \$4.50; total expenditure, \$335.68. Work commenced June, 1923, completed November, 1923. Object of work: Removal of boulders from fishermen's cove to permit landing of boats.
- Grande Grève—A. Bernier Cove, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced August, 1923, completed August, 1923. Object of work: Removal of boulders to allow landing of fishermen's boats.
- Grande Grève—U. Blanchet's, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced October, 1923, completed October, 1923. Object of work: Removal of boulders to allow fishermen to land their catch.

- Grande Grève—J. Robert's Cove, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced November, 1923, completed November, 1923. Object of work: Removal of boulders to provide safe access to beach.
- Grande Grève—F. B. Smith Harbour, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced August, 1923, completed August, 1923. Object of work: Blasting and removing rock to give a better landing on shore.
- Grande Vallée—A. Bernatchez, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$247.36. Work commenced August, 1923, completed September, 1923. Object of work: Removal of boulders to permit fishermen to land their boats.
- Grande Vallée—Anse à Collin, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$146.13. Work commenced October, 1923, completed October, 1923. Object of work: Blasting and removing boulders and part of reef obstructing access to landing.
- Grande Vallée—Anse J. Coulombe, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100.12. Work commenced September, 1923, completed September, 1923. Object of work: Blasting and removing part of reef obstructing access to beach.
- Grandon Flats, N.B.*—Under day labour with District Engineer Stead. Supplying and driving 3 piles re dredging operations. Amount passed for payment, \$120; survey, \$103.50; total expenditure, \$223.50. Work commenced June, 1923, completed February, 1924. Object of work: Laying out dredging.
- Green Cove, N.S.*—Under day labour with District Engineer Locke. Amount passed for payment, \$498.89. Work commenced September, 1923, completed October, 1923. Object of work: Removal of boulders from the boat landing.
- Hamilton, Ont.*—Under contract No. 14,194 with C. S. Boone Dredging and Construction Co., dredge *Dragon Rouge*. Quantity removed, 11,803.5 cubic yards scow measurement at 64 cents per cubic yard, class "B," clay, 81 piles at \$10 per pile. Amount passed for payment, \$7,554.24; inspection, \$388.51; total expenditure, \$7,942.75. Work commenced September 17, 1923, completed November 1, 1923. Object of work: Deepening berth at south end of east dockwall to admit largest lake boats. Dredging at steamship dock, John street dock and Yacht Club.
- Iberville, Que.*—Under day labour with District Engineer Dansereau. Hand dredging. Quantity removed, 1,082 cubic yards scow measurement, class "B," clay. Amount passed for payment, \$1,379.30. Work commenced June 20, 1923, completed July, 1923. Object of work: Dredging at wharf to permit barges to berth alongside to load hay.
- Jersey Cove—Anse J. Ferguson, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$101. Work commenced August, 1923, completed August, 1923. Object of work: Removal of boulders obstructing access to beach.
- Jersey Cove—Anse L. Boulay, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$100. Work commenced August, 1923, completed August, 1923. Object of work: Removal of boulders.
- Jersey Cove—Anse M. Kavanagh, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$102. Work commenced October, 1923, completed October, 1923. Object of work: Removal of boulders obstructing access to beach.
- Jersey Cove—Anse M. O'Connor, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99. Work commenced July, 1923, completed July, 1923. Object of work: Removal of boulders obstructing access to beach.
- Jersey Cove—Anse P. Blanchet, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$99.99. Work commenced August, 1923, completed August, 1923. Object of work: Blasting small channel through the rock to give better landing.
- La Have, N.S.*—Under agreement with Acadia Contractors, Ltd., plant hire at \$250 per day. Amount passed for payment, \$1,250. Work commenced August, 1923, completed August, 1923. Object of work: Dredging on both sides of Park's wharf to even off bottom and afford safety to vessels at wharf.

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- Little Current, Ont.*—Under contract No. 13,776 with C. S. Boone Dredging and Construction Company, Ltd., dredge *General Meade*. Quantity removed, 6,605 cubic yards class "A," place measurement at \$4.95 per cubic yard, 1,384 cubic yards class "B," place measurement at \$2 per cubic yard, rock, clay, boulders. Amount passed for payment, \$34,972.70; inspection \$1,324.39; total expenditure, \$36,297.09. Work commenced May, 1923, completed September, 1923. Object of work: Dredging channel 150 feet wide to 22 feet low water, through shoal off Gibbon's Point at eastern entrance of Little Current Harbour, Ont.
- Loggieville, N.B.*—Under agreement with Miramichi Dredging Company, dredge *Peter England*. Quantity removed, 6,603 cubic yards scow measurement at 65 cents per cubic yard, class "B," mud. Amount passed for payment, \$4,292.08; inspection and advertising, \$154.06; total expenditure, \$4,446.14. Work commenced August 8, 1923, completed September 13, 1923. Object of work: To enable steamers to dock and load.
- Lunenburg, N.-S.*—Under contract No. 14,208 with Acadia Contractors, Ltd., dredge *New Brunswick No. 1*. Quantity removed, 64,622 cubic yards scow measurement at 58 cents per cubic yard, class "B," mud. Amount passed for payment, \$33,732.69 inspection and advertising, \$586.60; total expenditure, \$34,319.29. Work commenced August 27, 1923, suspended for season December 22, 1923. Object of work: Dredging channels and docks to 18 feet low water.
- Marysville, Wolfe Island, Ont.*—Under agreement with Frontenac Dredging Company, Limited, dredge *Derrick No. 1*. Quantity removed, 1,794 cubic yards place measurement at \$1.25 per cubic yard, class "B," clay. Amount passed for payment, \$2,242.50; inspection, \$66.80; total expenditure, \$2,309.30. Work commenced December 10, 1923, completed December 17, 1923. Object of work: To facilitate the operation of the ferry boat at the Marysville wharf.
- Matane, Que.*—Under contract No. 14,025 with H. Dussault & Co., dredge *New Welland*. Quantity removed, 32,019 cubic yards place measurement class "B" at 37 cents per cubic yard, 58 cubic yards place measurement class "A" at \$4.50 per cubic yard. Amount passed for payment, \$10,681.65. Work commenced September, 1923, suspended for season, October 6, 1923. Object of work: Clearing out of entrance channel, basin and crib seats for proposed breakwater at Matane.
- Midland, Ont.*—Under contract No. 14,111 with Light and Carson, dredge *Hackett*. Quantity removed, 23,718 cubic yards scow measurement at 35 cents per cubic yard, class "B," mud, sand, silt, clay, hardpan, stone. Amount passed for payment, \$8,301.30; inspection and advertising, \$932.18; total expenditure, \$9,233.48. Work commenced October 1, 1923, completed December 21, 1923. Object of work: To provide necessary area for vessels to dock at an 80-ton stationary derriek for the installation of boilers, etc., and for sidelaunching of vessels at shipyards.
- Minasville, N.S.*—Under day labour with District Engineer Locke. Class "B," sand gravel. Amount passed for payment, \$467.77. Work commenced September, 1923, completed October, 1923. Object of work: Dredging accumulation of sand and gravel at end of wharf.
- Mitchell's Bay, Ont.*—Under contract No. 14171 with Chatham Dredging Co., dredge *E.-Zee-Bee*. Quantity removed, 34,494 cubic yards place measurement at 28 cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$9,658.32; inspection and advertising, \$742.71; total expenditure, \$10,401.03. Work commenced September 11, 1923, suspended for season November 28, 1923. Object of work: Dredging to 5 feet to facilitate farmers' delivery of sugar beets to Wallaceburg, Ont.
- Montreal District, Que.*—Under day labour with District Engineer Dansereau. Amount passed for payment, \$1,658.87. Work commenced April, 1923, completed July, 1923. Object of work: Repairs to pile driver.
- Newcastle, N.B. (C.N.R. Slip).*—Under agreement with Miramichi Dredging Co., dredge *Peter England*. Quantity removed, 2,000 cubic yards scow measurement at 50 cents per cubic yard, class "B." Amount passed for payment, \$500; being Department share, inspection, \$46; total expenditure, \$546. Work commenced September 14, 1923, completed September 26, 1923. Object of work: Dredging to 2 feet below low water to admit rafts of railway ties.
- Newcastle, N.B. (Ritchie Mill Wharf).*—Under agreement with Miramichi Dredging Company, dredge *Peter England*. Quantity removed, 2,033.5 cubic yards scow measurement at 50 cents per cubic yard, class "B," mud, clay, gravel, mill refuse. Amount passed for payment, \$1,016.70; inspection, \$63; total expenditure, \$1,079.70. Work commenced June 25, 1923, completed July 14, 1923. Object of work: Dredging to 18 feet low water to accommodate steamers at wharf.

Nicolet, Que.—Under contract No. 14,123 with Dufresne and Marchildon, dredge *Capital*. Quantity removed, 3,679 cubic yards scow measurement at 40 cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$1,471.60; inspection and advertising, \$192.78; total expenditure, \$1,664.38. Work commenced July 20, 1923, suspended for season, August 15, 1923. Object of work: Completing channel to width of 35 feet from deep water in St. Lawrence river to town wharf and providing a basin 150 feet wide in front of wharf—all to 8 feet below low water.

North West Miramichi River, N.B.—Under day labour with District Engineer Stead. Quantity removed, 80 snags. Amount passed for payment, \$203.40. Work commenced June 26, 1923, completed June 30, 1923. Object of work: To provide safe navigation.

Osborne's, N.S.—Under day labour with District Engineer Locke. Hand dredging. Amount passed for payment, \$792.35. Work commenced December, 1923, completed March, 1924. Object of work: Hand dredging and removing portion of the "Ell" to prevent further filling in.

Pelce Island, Ont.—Under agreement with The Windsor Dredging Company. Amount passed for payment, balance from 1922-23, \$2,300; inspection, \$205.58; total expenditure, \$2,505.58. Object of work: Rebuilding embankment protecting the light house marsh, Pelee Island, Ont.

Penetanguishene, Ont.—Under contract No. 14109 with Light and Carson, dredge *Hackett*. Quantity removed: 155 piles, 14,020 cubic yards scow measurement, class "B" at 35 cents per cubic yard, 1,313 cubic yards overcast place measurement at 30 cents per cubic yard, class "B," clay, sand, silt, stones. Amount passed for payment, \$5,300.81; inspection, \$544.02; total expenditure, \$5,844.83. Work commenced July 24, 1923, suspended for season September 28, 1923. Object of work: To render inner part of Government wharf approachable to small craft and to facilitate the Gidley boat works in utilizing their marine railway and swinging derrick in launching or pulling out small boats.

Petit Cap, P.Q.—Under day labour with District Engineer Amiot. Amount passed for payment, \$574.27. Work commenced July, 1923, completed November, 1923. Object of work: Removal of boulders and obstructions from fishermen's harbour.

Petit Chlorydormes, Que. (Aubin Chicoine).—Under day labour with District Engineer Amiot. Amount passed for payment, \$298.38. Work commenced October, 1923, completed November, 1923. Object of work: Removal of boulders to allow the fishermen more freedom in the navigation of their boats.

Petit Sault River, Que.—Under day labour with District Engineer Amiot. Hand dredging. Quantity removed, 100 cubic yards place measurement rock. Amount passed for payment, \$1,200.04. Work commenced June, 1923, completed August, 1923. Object of work: Cleaning basin of rocks lying uncovered and improving and extending channel.

Petite Vallée, Que. (Oct. Houde, Longue Pointe).—Under day labour with District Engineer Amiot. Amount passed for payment, \$398.87. Work commenced August, 1923, completed October, 1923. Object of work: Removal of boulders to improve harbour accommodation for fishermen's boats.

Pictou, N.S. (C.N.R. Slips).—Under contract No. 14173 with Glasgow Dredging Company, dredge *Cadeco*. Quantity removed, 22,533 cubic yards scow measurement at 71 cents per cubic yard, class "B," mud, sand, clay, gravel, rock. Amount passed for payment, \$14,968.52; inspection and advertising, \$187.50; total expenditure, \$15,156.02. Work commenced July 23, 1923, completed September 1, 1923. Object of work: To provide deeper water for vessels using the pier.

Pictou Landing, N.S. (Acadia Coal Co. Intercolonial Pier).—Under contract No. 14069 with Glasgow Dredging Co., dredge *Cadeco*. Quantity removed, 17,035 cubic yards scow measurement at 70 cents per cubic yard, 2,176 cubic yards overcast at 40½ cents per cubic yard, class "B," mud, sand, clay, rock. Amount passed for payment, \$12,939.93; inspection and advertising, \$222.09; total expenditure, \$13,162.02. Work commenced June 15, 1923, completed July 21, 1923. Object of work: To provide accommodation for vessels drawing 24 feet loaded.

Point Edward, Ont.—Under day labour with District Engineer Craig. Inspection sand and gravel dredging. Amount passed for payment, \$1,836.10. Work commenced April, 1923, completed December, 1923. Object of work: Inspection of sand and gravel dredging from St. Clair river.

Pointe Jaune, P.Q.—Under day labour with District Engineer Amiot. Amount passed for payment, \$581.79. Work commenced June, 1923, completed November, 1923. Object of work: Removal of boulders and rocks obstructing fishermen's harbour.

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Pointe Traverse, Ont.—Under contract No. 14186 with Frontenac Dredging Company, Limited, dredge, *Derrick No. 1*. Quantity removed, 12,662 cubic yards place measurement at \$1.10 per cubic yard, class "B," clay, gravel. Amount passed for payment, \$13,928.20; inspection and advertising, \$438.93; total expenditure, \$14,367.13. Work commenced August 16, 1923, completed November 10, 1923. Object of work: Dredging channel to 7 feet and providing a turning basin.

Port Arthur, Ont.—Under contract No. 13,826 with O'Brien and Martin, dredge *Dominion*. Quantity removed, 57,056 cubic yards place measurement at 21 cents and 31½ cents per cubic yard, class "B," fine sand. Amount passed for payment, \$17,858.29. Work commenced June 1, 1923, completed July 6, 1923. Object of work: Dredging to 25 feet below low water at mouth of McIntyre river to Parrish and Heinbecker elevator.

Port Arthur, Ont.—Under contract No. 14180 with Canadian Dredging Company, dredge *Primrose*. Quantity removed, 337,000 cubic yards place measurement at 35 cents per cubic yard, class "B," clay, sand, gravel, boulders, hardpan, loam. Amount passed for payment, \$117,950. Work commenced August 1, 1923, suspended for season December 15, 1923. Object of work: Harbour improvement.

Port Dover, Ont.—Under private agreement with M. J. Hogan. Quantity removed, 600 cubic yards scow measurement, class "B," sand, silt. Amount passed for payment, \$1,236. Work commenced August 21, 1923, completed August 27, 1923. Object of work: Cleaning out the river running into Port Dover, from Main St. up to the bridge.

Port Hope, Ont.—Under contract No. 14,108 with Frontenac Dredging Co., dredge *St Lawrence*. Quantity removed, 12,172 cubic yards place measurement at 65 cents per cubic yard, class "B," sand, silt. Amount passed for payment, \$7,911.60; inspection and advertising, \$221.92; total expenditure, \$8,133.52. Work commenced July 4, 1923, completed July 31, 1923. Object of work: Dredging to 14 feet low water, harbour and entrance.

Port Renfrew, B.C.—Under day labour with District Engineer Forde. Quantity removed, 79 cubic yards place measurement, class "A," slate, rock. Amount passed for payment, \$1,102. Work commenced February, 1924, completed, February, 1924. Object of work: Removal of slate rock ledge near mouth of Gordon river to facilitate lumbering operations.

Richibucto Cape, N.B.—Under day labour with District Engineer Stead. Hand dredging. Quantity removed, 4,766 cubic yards place measurement, class "B," sand. Amount passed for payment, \$1,958.76. Work commenced July 20, 1923, completed September 12, 1923. Object of work: To increase the shelter for fishing boats inside the breakwater.

River du Loup (en haut), Tourville Mills, Que.—Under contract No. 14094 with Lachance, Ltd., dredge *Leo B. No. 2* and *J.L.L.* Quantity removed, 18,590 cubic yards scow measurement at 34 cents per cubic yard, class "B," clay, sand, mud. Amount passed for payment, \$6,320.60; inspection and advertising, \$350; total expenditure, \$6,670.60. Work commenced May 24, 1923, completed October 2, 1923. Object of work: Dredging channel to 7 feet L.W. at Tourville Mills.

River du Loup (en haut), Louiseville, Que.—Under contract No. 13,779 with Lachance, Ltd., dredge *Leo B. No. 2*. Quantity removed, 20,769 cubic yards place and scow measurement at 30 cents and 28 cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$5,881.44; inspection and advertising, \$331.17; total expenditure, \$6,212.61. Work commenced June 4, 1923, suspended for season October 31, 1923. Object of work: Dredging channel in river to 7 feet below zero of gauge.

River Nicolet, Que.—Under contract No. 14123 with Dufresne and Marchildon, dredge *Capital*. Quantity removed, 3,679 cubic yards scow measurement at 40 cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$1,449.10; inspection, \$115.28; total expenditure, \$1,664.38. Work commenced July 20, 1923, suspended for season, August 15, 1923. Object of work: To maintain a depth of 8 feet below zero of gauge in the channel from Nicolet upper wharf to Lake St. Peter.

River St. Charles, Que.—Under contract No. 14113 with Eastern Canada Stevedoring and General Contracting Co. Hand dredging. Quantity removed, 3,900 cubic yards place measurement at 70 cents per cubic yard, class "B," sand, stone, timber. Amount passed for payment, \$2,400; inspection and advertising, \$208.23; total expenditure, \$2,608.23. Work commenced July 13, 1923, completed August 29, 1923. Object of work: Dredging channel to zero low water and cutting steel piling and wooden piles that obstruct channel.

- River St. Francois—Traverse Desfosse's, Que.*—Under agreement with Aime Laperriere, dredge *W. Robidoux*. Quantity removed, 1,194 cubic yards place measurement at 25 cents per cubic yard, class "B," mud, clay, boulders. Amount passed for payment, \$386.50; inspection, \$175.49; total expenditure, \$561.99. Work commenced October 31, 1923, completed November 13, 1923. Object of work: To maintain a channel to 6.5 feet deep below zero of gauge, between Pierreville and Notre Dame de Pierreville, Que.
- River St. Francois—Pointe Maquercaux, Que.*—Under agreement with Aime Laperriere, dredge *W. Robidoux*. Quantity removed, 7,073 cubic yards place measurement at 25 cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$1,768; inspection, \$380.48; total expenditure, \$2,148.73. Work commenced September 20, 1923, completed October 26, 1923. Object of work: To maintain a channel to 6.5 feet deep below zero of gauge, between Pierreville and Notre Dame de Pierreville, Que.
- River St. Francois (Chenal Tardif), Que.*—Under agreement with Aime Laperriere, dredge *W. Robidoux*. Quantity removed, 9,931 cubic yards place measurement at 25 cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$2,628.50; inspection, \$599.43; total expenditure, \$3,227.93. Work commenced June 8, 1923, completed August 3, 1923. Object of work: To provide a depth of 2.5 feet below zero of gauge from mouth of river to deep water in Lake St. Peter and dredging ferry channel in River St. Francois opposite Notre Dame de Pierreville, Que.
- Rose Bay, N.S.*—Under day labour with District Engineer Dodwell. Amount passed for payment, \$500. Work commenced June, 1923, completed September, 1923. Object of work: Removal of boulders from bar at entrance to harbour providing a channel 12 feet wide with an average depth of 3 feet.
- Ruisseau Arbour, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$123.93. Work commenced June, 1923, completed July, 1923. Object of work: Removal of boulders from mouth of harbour.
- Salmon River, N.S.*—Under day labour with District Engineer Locke. Amount passed for payment, \$149.50. Work commenced November, 1923, completed November, 1923. Object of work: To remove boulders in channel in front of wharf.
- Savage Harbour, P.E.I.*—Under day labour with District Engineer Hyndman. Amount passed for payment, \$1,848.07. Work commenced July, 1923, completed October, 1923. Object of work: Repairs to plant preparatory to dredging.
- Shediac Island, N.B.*—Under day labour with District Engineer Stead, dredge *Grandique*. Quantity removed, 284 cubic yards scow measurement, class "B," sand, clay, boulders. Amount passed for payment, \$237.50. Work commenced October 8, 1923, completed October 13, 1923. Object of work: To facilitate passage of fishing, freight and passenger boats to and from Public Wharf.
- Sperry's Cove, N.S.*—Under day labour with District Engineer Locke. Hand dredging class "B," mud, sand. Amount passed for payment, \$1,348.75. Work commenced July, 1923, completed August, 1923. Object of work: Excavating a channel 870 feet long 25 feet wide to a depth of 3 feet at L.W.O.S.T.
- St. Andrews, N.B.*—Under contract No. 13778 with J. A. Gregory, dredge *New Brunswick No. 1*. Quantity removed, 4,676.6 cubic yards scow measurement at 60 cents per cubic yard, class "B," mud, sand, hardpan. Amount passed for payment, \$2,805.96; inspection, \$99.75; total expenditure, \$2,905.71. Work commenced July 3, 1923, completed July 18, 1923. Object of work: To provide a deeper channel as close as possible to Gardner and Doone's wharf; to facilitate access to fish dealer's wharf; to provide shelter and berth for large motor boats and steamers at the public wharf.
- Ste. Anne de la Pocatière, Que.*—Under agreement with Joseph Maurais. Quantity removed, 1,842 cubic yards place measurement at 75 cents per cubic yard, class "B." Amount passed for payment, \$1,381.50; inspection, \$64.50; total expenditure, \$1,446. Work commenced September 15, 1923, completed October 27, 1923. Object of work: To allow vessels into wharf at low tide.
- Ste. Anne des Monts—H. F. X. Pelletier, Que.*—Under day labour with District Engineer Amiot. Amount passed for payment, \$200. Work commenced September, 1923, completed September, 1923. Object of work: Removal of boulders to provide for accommodation of boats.
- Ste. Emélie, Que.*—Under contract No. 14159 with National Dock and Dredging Corporation, dredge *New Welland*. Quantity removed, 42,849 cubic yards scow measurement at 39 cents per cubic yard, class "B," clay, sand, boulders. Amount passed for payment.

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\$15,039.99; inspection and advertising, \$1,041.51; total expenditure, \$16,081.50.. Work commenced October 16, 1923, suspended for season November 18, 1923. Object of work: To provide 5 feet of water below zero of gauge, in basin in front and on east side of Government wharf, and in channel from this basin to deep water in the St. Lawrence river, to facilitate navigation of regular line steamers.

St. Jeanne, Ile Perrot, Que.—Under day labour with District Engineer Dansereau. Drilling and blasting rock at Government wharf. Amount passed for payment, \$1,861.71. Work commenced May, 1923, completed July, 1923. Object of work: Drilling and blasting rock at Government wharf.

St. Joachim—Anse Isaac Vallée, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$249.75. Work commenced July, 1923, completed July, 1923. Object of work: Removal of boulders obstructing shelter.

St. Joachim—Anse J. Mineault, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$200. Work commenced August, 1923, completed August, 1923. Object of work: Removal of boulders and rocks from two channels to beach.

St. Joachim—Anse Quatre Collets, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$150. Work commenced July, 1923, completed July, 1923. Object of work: Removal of boulders endangering navigation of channel to beach.

St. Joachim—Quinze Collets, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$306.21. Work commenced July, 1923, completed July, 1923. Object of work: Removal of boulders obstructing easterly and westerly channels to harbour.

St. John River, N.B.—Under day labour with District Engineer Stead. Quantity removed 173 snags. Amount passed for payment, \$100. Work commenced October 1, 1923, completed October 4, 1923. Object of work: To remove snags brought down by freshet..

St. John, N.B.—Under contract No. 14305 with St. John Dry Dock and Shipbuilding Co., dredge *Leaconfild*. Quantity removed, 93,963 cubic yards scow measurement at 32 cents per cubic yard, class "B," mud. Amount passed for payment, \$30,068.13. Work commenced November 6, 1923, completed December 4, 1923. Object of work: Dredging West St. John deep water berths and on east and west sides of C.N.R.. Long Wharf.

St. Joseph du Moine, N.S.—Under day labour with District Engineer Locke. Amount passed for payment, \$76. Work commenced October, 1923, completed October, 1923. Object of work: Removal of boulders which were interfering with docking of fishing boats.

St. Mary's River, Ont.—Under day labour with District Engineer Fuller. Amount passed for payment, \$1,359.69. Work commenced April, 1923, completed June, 1923. Object of work: Overhaul of Departmental floating survey plant.

St. Mary's River, Ont.—Under contract No. 14112 with Soo Dredging and Construction Company, dredge *Derrick Scow No. 24*. Quantity removed, 2,038 cubic yards place measurement, boulders, loose rock, ledge rock, cemented gravel. Amount passed for payment, \$15,576.31; inspection, \$2,339.20; total expenditure, \$17,915.51. Work commenced June 8, 1923, completed December 1, 1923. Object of work: Cleaning up bed of St. Mary's river to 21.5 feet at low water opposite Sault Ste. Marie, Ont.

St. Michel de Bellechasse, Que.—Under contract No. 14243 with National Dock and Dredging Corporation, Limited, dredge *New Welland*. Quantity removed, 13,990 cubic yards, scow measurement at 55 cents per cubic yard, class "B," fine sand, clay. Amount passed for payment, \$7,694.50; inspection, \$152.51; total expenditure, \$7,847.01. Work commenced November 21, 1923, completed November 27, 1923. Object of work: Dredging channel.

St. Nicholas River (South Branch), Kent Co., N.B.—Under day labour with District Engineer Stead, dredge *Farmer's Friend*. Quantity removed, 2,872 cubic yards place measurement, class "B," sand, mud, logs, and mill refuse. Amount passed for payment, \$2,037.41. Work commenced July 11, 1923, completed October 20, 1923. Object of work: To facilitate traffic in lumber, pulpwood and mussel mud.

St. Pierre les Becquets, Que.—Under contract No. 14122 with Dufresne and Marchildon, dredge *Capital*. Quantity removed, 18,663 cubic yards scow measurement at 40 cents per cubic yard, 4,541 cubic yards place measurement, overcast at 26½ cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$7,808.16; inspection and advertising, \$481.31; total expenditure, \$8,289.47. Work commenced August 17, 1923, suspended for season November 19, 1923. Object of work: To maintain a depth of 3 feet at low tide in the channel between deep water in the St. Lawrence river and the Government wharf and in basin in front of wharf.

Sydenham and Thames Rivers.—Under day labour with District Engineer Craig, 991 snags and obstructions. Amount passed for payment, \$3,154.92. Work commenced May, 1923, completed February, 1924. Object of work: Removal of snags from channels, and surveys and inspections.

Tenecape, N.S.—Under day labour with District Engineer Locke. Hand dredging. Quantity removed, 500 cubic yards place measurement, class "B," sand. Amount passed for payment, \$489.75. Work commenced September, 1923, completed October, 1923. Object of work: Removal of sand at end of wharf to permit vessels to berth alongside.

Tiffin (called Midland), Ont.—Under contract No. 14193 with Wm. Bermingham, dredge *Menesetung*. Quantity removed, 18,103 cubic yards scow measurement at 75 cents per cubic yard, class "B," sand, gravel, boulders, hardpan. Amount passed for payment, \$10,600; inspection and advertising, \$290.35; total expenditure, \$10,890.35. Work commenced September 7, 1923, completed November 9, 1923. Object of work: Dredging to 24 feet + 1 in front of Aberdeen elevator to facilitate traffic.

Toronto, Ont.—Under contract No. 13754 with The Randolph MacDonald Company, dredge *R.M.C. No. 10*. Quantity removed, 24,351.5 cubic yards scow measurement at 45 cents per cubic yard, class "B," sand. Amount passed for payment, \$12,454.13. Work commenced May 14, 1923, completed October 6, 1923. Object of work: Dredging channel to 18 feet and 21 feet below low water to remove shoal spots in lake approach to eastern channel and between piers.

Toronto, Ont.—Under contract No. 14179 with Jno. E. Russell, dredge *R.M.C. No. 10* and *Dragon Rouge*. Quantity removed, 23,592 cubic yards scow measurement at 56 cents per cubic yard, class "B," sand. Amount passed for payment, \$13,211.52. Work commenced October 6, 1923, completed November 9, 1923. Object of work: Dredging channel to 18 feet and 21 feet below low water to remove shoal spots in lake approach to Eastern Channel.

Trois Ruisseaux, Que.—Under day labour with District Engineer Amiot. Amount passed for payment, \$339. Work commenced August, 1923, completed August, 1923. Object of work: Removal of boulders obstructing fishermen's harbour.

Vancouver (G.T. Dock), B.C.—Under contract No. 14326 with North Western Dredging Company, dredge *P.D.C. 4*. Quantity removed, 8,855 cubic yards place measurement at 35 cents per cubic yard, class "B," mud, gravel. Amount passed for payment, \$3,099.25; inspection, \$78; total expenditure, \$3,177.25. Work commenced November 30, 1923, completed December 13, 1923. Object of work: To provide increased docking facilities.

Victoria District, B.C.—Under day labour with District Engineer Forde. *Snag-Boat Bob-O-Link*. Quantity removed, 480 cubic yards snags. Amount passed for payment, \$15,691.69. Work commenced April 20, 1923, suspended for season September 12, 1923. Object of work: Removal of snags from fishing grounds of the Naas and Skeena rivers.

Village Bay, N.B.—Under day labour with District Engineer Stead. Quantity removed, 6,753 cubic yards scow measurement class "B," mud. Amount passed for payment, \$3,516.86. Work commenced August 8, 1923, completed October 30, 1923. Object of work: To provide a channel of sufficient depth to permit the village fishing boats to wharf at all tides.

Waupoos, Ont.—Under agreement with Frontenac Dredging Company, Ltd., at \$20 per hour, crib and stone filling. Amount passed for payment, \$600. Work commenced November 13, 1923, completed November 15, 1923. Object of work: Removal of crib debris for safety of navigation, and dredging silt which had accumulated between two wharves.

West Cove (Comeau's Hill), N.S.—Under day labour with District Engineer Locke. Hand dredging. Amount passed for payment, \$299.09. Work commenced November, 1923, completed November, 1923. Object of work: Hand dredging a channel through the mud flats 900 feet long 12 feet wide and 3 feet deep.

Whitby, Ont.—Under contract No. 14184 with Randolph MacDonald Co., dredge *R.M.C. No. 10*. Quantity removed, 15,682 cubic yards place measurement at 65 cents per cubic yard, class "B," sand, clay. Amount passed for payment, \$10,193.30; inspection and advertising, \$350.29; total expenditure, \$10,543.59. Work commenced August 4, 1923, completed September 17, 1923. Object of work: Dredging channel to 14 feet below low water 950 feet by 75 feet to 175 feet.

Wilson's Beach, N.B.—Under agreement with J. A. Gregory, dredge *Beacon Bar*. Quantity removed, 3,755 cubic yards scow measurement at 80 cents per cubic yard, class "B," mud, gravel. Amount passed for payment, \$2,703.46; inspection, \$63; total expenditure,

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\$2,766.46. Work commenced October 18, 1923, suspended for season, November 3, 1923. Object of work: (1) to increase low water basin inside breakwater; (2) to allow vessels in and out at all times; (3) to increase depth at pontoon slip.

Windsor, N.S.—Under day labour with District Engineer Locke. Hand dredging, mud and rock. Amount passed for payment, \$4,846.64. Work commenced May, 1923, completed September, 1923. Object of work: To remove ledges in channel.

Yarmouth, N.S.—Under day labour with District Engineer Locke. Amount passed for payment, \$49.77. Work commenced March, 1924, completed March, 1924. Object of work: To clear entrance to Yarmouth Bar.

Yarmouth, N.S.—Under contract No. 13763 with Halifax Dredging Co., Ltd., dredge *Ferguson*. Quantity removed, 42,249 cubic yards place measurement at \$1.45 per cubic yard, class "B," sand, clay, stone, boulders. Amount passed for payment, \$63,261.05, inspection, \$1,103.15; total expenditure, \$64,364.20. Work commenced May 3, 1923, suspended for season, November 9, 1923. Object of work: Dredging Bunker Island Shoal.

FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1923-24.

MARITIME PROVINCES

Dredge	Date	Locality	Material	Quantity Cubic Yards re- moved	Cost Locality	Total Expendi- ture	Cost per cu. yd
					\$ cts.	\$ cts.	\$ cts.
"No. 1".....	June 13-Dec. 19.	Pictou, N.S., bar.....	Sand, gravel, mud, rock, and fine sand	129,982	101,259 21	101,259 21	0.779
"No. 2".....	May 23-June 20..	Nelson, N.B., Sullivan's wharf	Sand and mud.....	10,254	8,189 65		0.798
	June 21-July 21..	Loggieville, N.B., Loggie's wharf.	Mud.....	5,047	3,210 17		0.636
	July 23-Sept. 28..	Miramichi, N.B., Grandoon flats.	Mud and clay.....	38,430	17,123 82		0.446
	Sept. 29-Oct. 3 and Oct. 15-17.	Chatham, N.B., C.N.R. wharf.	Coal, mud, clay and stone.	1,470	1,567 40		1.066
	Oct. 4-13.....	Chatham, N.B., Fraser's Pulp Mill wharf.	Mud, clay and oyster shells.	4,506	2,507 84		.556
	Oct. 18-Nov. 9..	Newcastle, N.B., North West river.	Sand and clay.....	10,378	7,484 33		.721
				70,085		40,086 21	.571
"No. 4".....	June 7 and 13-23 and July 13-19.	Bathurst, N.B., channel.....	Clay, stone, mud, sand.	11,232	5,087 36		.452
	June 8-12.....	Bathurst N.B., West Bathurst wharf.	Mud, clay and stone	2,852	1,459 49		.512
	June 25-30 and July 2-12.	Bathurst, N.B., Pulp Mill wharf.	Silt, mud, sand.....	8,576	3,544 48		.413
	July 20-Aug. 3 and Aug. 14-16 and Aug. 27-29 and Sept. 17-29 and Oct. 1-16.	Shippegan, N.B., Savo's Landing.	Mud, sand, stone, clay.	32,143	11,842 74		.368
	Aug. 3-13 and 17- 25 and Aug. 30- Sept. 15.	Shippegan, N.B., basin.....	Mud, sand, stone, clay.	18,332	7,922 93		.432
	Oct. 17-27.....	Lameque, N.B., wharf	Sand, silt, mud, clay	6,095	2,793 87		.458
	Oct. 29-Nov. 17.	Shippegan, N.B., new wharf..	Sand, stone.....	10,504	4,795 46		.456
				89,734		37,446 33	.417
"No. 5".....	May 28-June 8 and July 31- Aug. 17 and Nov. 20-Dec. 6	Riverport, N.S., channel.....	Mud, stone, rock, gravel, sand.	123,917	11,620 50		.093
	June 9-July 30..	La Have, N.S., wharves.....	Rock, stones, gravel, sand, mud, logs.	60,186	10,499 49		.173
	Aug. 18-Oct. 9 and Dec. 7-13.	Riverport, N.S., mooring basin	Mud, stone, gravel, sand.	177,083	18,195 72		.102
	Oct. 10-Nov. 19	Riverport, N.S., revetment wall.	Mud, stone, gravel..	141,950	11,442 41		.08
				503,145		51,758 42 38 64	.103
"No. 7".....		Not in commission					
"No. 9".....	May 30-June 6..	Charlottetown, P.E.I., Ferry wharf.	Soft mud, silt.....	3,250	1,440 34		.443
	June 7-July 4...	Charlottetown, P.E.I., Con- nelly's wharf.	Silt, mud, sand, boulders, clay.	10,643	7,814 68		.737
	July 5-13.....	Murray River, P.E.I., Becks wharf.	Mud and sticks.....	1,669	1,183 13		.708
	July 14-Aug. 6..	Georgetown, P.E.I., Queen's wharf.	Brick, clay, stone, mud.	10,384	6,841 59		.658
	Aug. 7-22.....	Brudenell, P.E.I., wharf....	Mud.....	8,457	4,552 49		.538
	Aug. 23-Sept. 18	Pannure Island, P.E.I., wharf	Sand, stone, rock, clay.	12,232	8,564 86		.700
	Sept. 19-24.....	Montague, P.E.I., Poole and Thompson wharf.	Mud.....	1,298	1,028 81		.792
	Sept. 25.....	Montague, P.E.I., Govern- ment wharf.	Mud.....	742	514 41		.693
	Oct. 1-3.....	Montague, P.E.I., McKinnons wharf.	Soft mud.....	1,854	1,234 57		.665
	Sept. 26-29 and Oct. 4-Dec. 11	Montague, P.E.I., channel.....	Stone, clay, mud, hard sand, sticks.	48,032	20,164 70		.419
				98,561		53,369 58	.541
"No. 11".....	May 28-July 13.	Inverness, N.S., breakwater..	Sand, gravel, rock..	8,990	5,856 18		.651
	July 14-Sept. 14	L'Archeveque, N.S., channel	Gravel, clay, mud..	5,280	4,483 95		.849
	Sept. 15-Dec. 27.	Big Lorraine, N.S., channel..	Mud, rock, gravel...	11,804	9,702 31		.822
				26,074		20,042 44	.768
"No. 12".....	June 15-Nov. 16.	Mount Stewart, P.E.I., Hills- boro wharf.	Sand, mud, hard clay, sandstone.	79 184	29,994 72	29,994 72	.379

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FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1923-24—*Con.*MARITIME PROVINCES—*Concluded.*

Dredge	Date	Locality	Material	Quantity Cubic Yards re- moved	Cost Locality	Total Expendi- ture	Cost per cu. yd
					\$ cts.	\$ cts.	\$ cts.
"No. 13".....	May 18-26 and 29, June 15 and Dec. 5-14.	Port Hawkesbury, N.S., pub- lic wharf.	Mud, ballast, clay, logs, gravel, sand.	22,887	12,122 92		-530
	May 28 and June 16.	Port Hawkesbury, N.S., Bout- liers wharf.	Mud and ballast....	2,080	1,083 46		-521
	June 18-19.....	Mulgrave, N.S., public wharf.	Clay.....	700	439 24		-627
	June 20-July 6 and 10-16 and 18-23 and 30 and Aug. 7 and 15 and Sept. 24-29.	Port Hood, N.S., public wharf.	Sand, ballast, logs.	17,349	10,805 21		-623
	July 6-19 and 17 and 24-28 and Aug. 8-14 and Sept. 15-22.	Port Hood, N.S., Smith's cove	Gravel and sand....	12,090	4,450 93		-368
	Aug. 16-Sept. 14	Inverness, N.S., harbour.....	Fine sand.....	11,885	4,802 32		-404
	Oct. 1-9.....	Arichat, N.S., Cape Auger....	Mud and rock.....	775	878 48		1-133
	Oct. 10-Nov. 24.	Mousilliers Passage, N.S.....	Mud, clay, rock.....	19,720	11,156 60		-566
	Nov. 26-Dec. 4.	Petit-de-Grat, N.S., wharves.	Rocks, logs, gravel.	1,445	2,430 45		1-682
				88,931		48,169 61	-542
"No. 14"		Not in commission.....				103 23	
"No. 15".....	May 21-June 18.	Feltzen South, N.S.....	Sand.....	2,355	959 85		-407
	June 29-Dec. 22.	Rose Bay, N.S.....	Mud and gravel.....	13,516	4,279 97		-216
				15,871		5,239 82	-330
"No. 16".....	Nov. 2-Dec. 28.	Jorden Bay, N.S.....	Mud, clay, sand....	3,688	1,751 86	1,751 86	-475
"No. 115".....	June 11-July 6 and Aug. 9-14 and 25.	North Sydney, N.S., pier.....	Clay, ledge rock, coal, rock, sand- stone, brick.	8,673	13,557 17		1-563
	July 7-Aug. 8 and 15-24.	Sydney, N.S., pier.....	Mud, brick, clay, ledge rock, sand, coal, silt, iron ore.	25,455	21,310 60		-837
	Aug. 27-Sept. 11.	Sydney, N.S., wharves.....	Slate, rock, boulders and hard clay.	9,853	8,886 98		-902
	Sept. 12-Dec. 6..	Yarmouth, N.S., channel....	Mud.....	65,481	22,716 19		-347
	Dec. 7-12.....	Yarmouth, N.S., Bug Light..	Rock, mud, hard clay.	500	1,541 62		3 083
	Dec. 13-Jan. 5..	Yarmouth, N.S., Cann's dock.	Rock, mud, hard clay.	5,317	3,944 73		-742
				115,279		71,957 29	-624
"Stone Lifter, No. 1"		Not in commission.....				25 46	
Printing and Stationery.						320 00	
			Grand total.....			461,562 82	

CREDITS

Dredge "No. 115".....	\$ 3,300 00
Tug "Fredericton".....	222 00
" " ".....	20 10
" " ".....	21 00
" "Rona".....	20 00
	<u>\$ 3,583 10</u>

FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1923-24—*Con.*

ONTARIO AND QUEBEC

Dredge	Date	Locality	Material	Quantity Cubic Yards re- moved	Cost Locality	Total Expendi- ture	Cost per cu. yd
					\$ cts.	\$ cts.	\$ cts.
"Q. & R. No. 1"	Apr. 6-May 25.	Port Burwell, Ont.	Hard sand and clay.	40,479	13,144 94		-3247
	May 26-June 20.	Rondeau, Ont.	Hard sand and clay.	17,613	5,767 68		-3274
	June 21-Sept. 10.	Kingsville, Ont.	Hard sand and clay.	55,435	19,359 60		-3402
	Sept. 11-21.	Pelee Island, Ont.	Hard clay	7,416	2,861 48		-3858
	Sept. 22-29.	Thames River, Ont.	Soft clay.	2,781	894 21		-3215
	Oct. 1-13.	Sydenham River, Ont.	Sand and clay.	8,343	5,468 23		-6554
				132,067		47,496 23	-3596
"No. 102"		Not in commission.				40 20	
"No. 103"		Not in commission.				1,171 24	
"No. 109"	May 3-Nov. 23.	Goderich, Ont.	Rock and silt.	110,667	54,590 25	54,590 25	-4932
"No. 110"	May 23-June 14.	Tadoussac, Que.	Hard sand.	16,505	8,847 23		-5354
	June 15-July 16.	Port Alfred, Que.	Clay.	38,105	12,247 70		-3214
	July 17-Oct. 13.	Post St. Martin, Que.	Sand, clay, boulders and hardpan.	55,113	30,351 67		-5507
				109,723		51,446 70	-4688
"No. 112"		Not in commission.				780 00	
"No. 116"	May 15-17.	Three Rivers, Que.	Soft material, stones and logs.	1,890	1,320 00		-6984
	May 18-Sept. 29.	Murray Bay, Que.	Clay, sand, rock, boulders and gravel.	76,830	33,584 91		-4371
	Oct. 1-9.	Grosse Isle, Que.	Soft clay.	1,500	660 00		-44
	Oct. 10-26.	Quebec, Que.	Hardpan, stone and boulders.	2,280	2,370 00		-1-039
	Oct. 27-Nov. 17.	Batiscan, Que.	Sand.	16,200	6,420 00		-3962
				98,790		44,354 91	-4493
"No. 117"	June 7-July 31. and Sept. 24 to Dec. 7.	Port Burwell, Ont.	Silt, slush, sand, clay and stone.	133,185	39,627 89		-2975
	Aug. 1-Sept. 22.	Port Stanley, Ont.	Silt, slush, sand, clay and stone.	62,919	16,232 42		-2579
				196,104		55,860 31	-2848
"No. 121"	May 12-Aug. 8.	Contrecoeur, Que.	Clay, sand, gravel, stone and boulders	24,575	12,875 30		-5238
	Aug. 9-22 and Aug. 27-29.	Ste. Anne de Sorel, Que.	Clay, sand, gravel, stone and boulders	4,049	2,214 55		-5469
	Aug. 23-25 and Aug. 30-31.	Sorel, Que.	Old wreck.		628 32		
	Sept. 1-Nov. 17.	Batiscan River, Que.	Sand, boulders, logs and trees.	20,148	10,588 66		-5255
				48,772		26,306 83	-5393
"No. 123"	Apr. 25-May 1.	Hull, Que., Eddy's sulphite wharf.	Logs and bark.	4,089	1,630 09		-3986
	May 2-11.	Papineauville, Que., ferry	Hard clay.	3,793	1,222 57		-3223
	May 12-July 7.	Caughnawaga, Que., main channel.	Hardpan and boul- ders.	9,710	9,388 75		-9669
	July 9.	Lachine, Que., ferry wharf.	Stone.	50	31 35		-627
	July 9-18 and 20- 21.	Longueuil, Que., Government wharf.	Hardpan.	4,988	2,413 79		-4839
	July 18-19.	Longueuil, Boat club.	Hardpan.	1,033	376 17		-3641
	July 23-26.	Repentigny, Que., government wharf.	Clay.	4,045	1,175 55		-2906
	July 27-Aug. 15.	St. Sulpice, Que.	Clay and mud.	15,877	4,858 94		-306
	Aug. 16-28.	St. Barthelemy, Que.	Clay.	11,626	2,476 48		-213
	Sept. 12-24.	Sorel, Que., Canada Steamship wharf.	Clay, sand and ashes	8,265	2,650 25		-3242
	Aug. 29-31 and Nov. 19-20.	Sorel, Que., Marine Depart- ment.	Old wrecks.		705 33		
	Sept. 1-7.	Verchères, Que., Government wharf.	Clay.	3,565	309 09		-3098
	Sept. 8-11 and Sept. 25-Nov. 17.	Berthier, Que., Main channel.	Clay and sand	24,586	7,617 57		-3902
					91,627 00	35,485 93	
Harricana.	June 1-Aug. 2.	Kewagami Portage, Que., channel.	Muck, clay, roots and stumps.	8,809	7,051 25		-8004
	Aug. 3-25.	Lake DeMontigny, Que., Mo- lybdenite Co., wharf.	Sand, clay, gravel, boulders and quick- sand.	1,639	2,085 00		-1-2721

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FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1923-24—*Con.*ONTARIO AND QUEBEC—*Concluded*

Dredge	Date	Locality	Material	Quantity Cubic Yards re- moved	Cost Locality	Total Expendi- ture	Cost per cu. yd.
					\$ cts.	\$ cts.	\$ cts.
	Aug. 27-Sept. 10.	Lake Malartic, Que.....	Hardpacked sand & boulders.	1,269	1,067 13	.....	•8408
	Sept. 11-Oct. 26	Lamothe, Que.....	Hard clay.....	4,591	4,925 21	.....	1•0727
				16,308	.....	15,128 59	•9276
Magdalene Is- lands, Spare Tugs..... Scow "Wm. Q." Scow "Don R." V. I. Shipyard Maintenance..... V. I. Shipyard Repairs..... V. I. Shipyard Contingencies..... Haileybury Shipyard..... Messages..... Printing.....	July 17-Nov. 1.	Narrows, Magdalene Islands, Que.	Eel grass, mud and sand.	9,800	5,274 27	5,274 27	•5381
						757 66	
						289 17	
						4,911 61	
						323 67	
						2,833 79	
						3,111 45	
						360 00	
						728 26	
						12 93	
			Grand total.....			351,273 00	

MANITOBA, SASKATCHEWAN AND ALBERTA

"No. 201".....	June 13-Oct. 4.....	Red River, Man., mouth.....	Silt and sand.....	42,024	9,477 69	.....	•225
	Oct. 5-23.....	Grand Marais, Man.....	Silt and gravel.....	22,124	4,125 93	.....	•186
	Oct. 4-Nov. 8.....	Netley Cut, Man.....	Silt and clay.....	6,559	1,973 29	.....	•30
				70,707	.....	\$15,576 91	•220
"No. 201" (Re- constn).....						2,302 32	
"No. 202".....	June 7-12.....	St. Andrews Lock and Dam, Man.	Clay and boulders..	1,508	952 99	.....	•631
	June 13-Aug. 7 and Sept. 22- Oct. 30.	Winnipeg, Man.....	Silt and clay.....	14,674	16,312 94	.....	\$1•111
	Aug. 8-Sept. 15.....	Grand Beach, Man.....	Sand.....	2,092	1,303 35	.....	•23
	Aug. 16-18.....	Netley Cut, Man.....	Clay.....	187	112 12	.....	•599
				18,461	.....	18,681 40	\$1•011
"No. 204".....						869 90	
"No. 205".....	June 21-Oct. 19.....	George Island, Man.....	Sand and boulders..	9,528	21,285 21	21,285 21	\$2•233
"No. 208".....	June 5-Sept. 7.....	Cumberland Lake.....	Clay and gumbo.....	9,626	12,459 40	12,459 40	\$1•294
"No. 210".....	July 4-Oct. 7.....	Winnipegosis, Man.....	Sand and clay.....	17,500	13,166 76	13,166 76	•752
"No. 210" (Re- construction).....						3 24	
"Plamondon".....	June 30-Oct. 4.....	Horse Creek, Alta	Loam, clay and brush.	17,177	4,885 44	4,885 44	•284
Scow "No. 209" Tug "Parkdale" Coal Barges M	Reconstruction 1 M 2.....					3,745 87	
						170 91	
						594 49	
			Grand total.....			\$93,741 85	

BRITISH COLUMBIA

"No. 301".....	April 2-13.....	Sidney Auto Slip, B.C.....	Gravel and clay.....	10,967	\$8,618 30	.....	•786
	April 14-22.....	Rock Bay, B.C., Taylor Mills	Clay.....	5,302	3,162 11	.....	•596
	Apr. 24-May 2.....	Chemainus, B.C., Lumber Co	Mill refuse.....	1,303	1,860 07	.....	1•427
				17,572	.....	\$13,640 48	•776
"No. 302".....	Aug. 20-Sept. 12.	Crescent Bay, B.C.....	Clay, sand and gravel.	5,443	1,942 89	.....	•357
	Sept. 12-27 and Oct. 1-13.	Procter, B.C.	Sand, gravel and some rock.	7,063	2,284 49	.....	•3234
	Sept. 27-Oct. 1.	Ainsworth, B.C.....	Rock.....	546	384 31	.....	•704
	Oct. 15-Nov. 23 and Jan. 1- March 31.	Kootenay Landing, B.C.....	Sand, clay and silt.	27,436	10,472 36	•3816
				40,498	15,084 05	•3725
"No. 302".....		Construction.....				2,657 46	

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FISCAL YEAR REPORT DEPARTMENTAL DREDGES, 1923-24—*Con.*BRITISH COLUMBIA—*Concluded*

Dredge	Date	Locality	Material	Quantity Cubic Yards re- moved	Cost Locality	Total Expendi- ture	Cost per cu. yd
					\$ cts.	\$ cts.	\$ cts.
"No. 303."	Apr. 1-Mar. 31...	Woodwards Cut, B.C.....	Sand and silt.....	387,156	35,010 70		·09
	May 2-June 9...	Fraser River, B.C., North arm	Silt.....	91,872	10,415 45		·113
	July 2-Mar. 31...	Sand Heads, Fraser River, B.C.	Sand and silt.....	225,720	25,396 42		·112
	Sept. 1-5.....	Annieville, B.C., bar.....	Sand and silt.....	93,984	7,236 13		·076
				798,732		78,058 70	·097
"No. 305"	April 2-7.....	New Westminster, B.C., Gully Bros., wharf	Silt.....	2,750	448 97		·163
	April 16-21 and April 9-14.	New Westminster, B.C., Brun- nette Saw-mills.	Sand and silt.....	11,455	1,613 86		·141
	April 23-June 13 and July 2-7.	Fraser River, B.C., North arm.	Sand and Mud.....	67,305	12,983 70		·193
	June 14-30.....	Nanaimo, B.C., Harbour.....	Silt and coal dust...	213,950	21,781 08		·101
	Oct. 22-Dec. 22.	Port Mann, B.C.....	Sand and hardpan...	118,640	12,085 77		·101
	Dec. 24-31.....	New Westminster, B.C., Tim- berland Co., wharf.	Silt.....	5,930	715 93		·120
	Jan. 14-Feb. 9 and Mar. 10-31	Annieville, B.C., bar.....	Sand and silt.....	143,115	11,673 19		·081
	Feb. 11-Mar. 8.	Fraser River, B.C., Sand Head	Sand and silt.....	22,055	2,378 32		
				585,200		63,680 82	·108
"No. 306"	June 19-Mar. 31.	Vancouver, B.C., First Nar- rows.	Gravel and coarse sand.	451,600	134,665 39	134,665 39	·298
"No. 309"	Aug. 30-Sept. 22.	Sicamous, B.C., Shuswap river	Sand and gravel.....	6,729	2,389 36		·3551
	Sept. 24-Nov. 17 and Mar. 21-31	Salmon Arm, B.C.....	Clay and silt.....	21,295	5,164 78		·2425
	Nov. 19-Dec. 4.	Chase, B.C.....	Clay and gravel.....	3,284	1,220 77		·3715
	Mar. 15-20.....	Sorrento, B.C.....	Clay and sand.....	1,547	563 43		·3642
				32,855		9,338 34	·2842
"No. 309"	.....	Construction.....				2,597 64	
"No. 311"	Apr. 1-May 11 and Sept. 29- Dec. 15.	Two Beacon Bar, B.C.....	Sand, silt and blue clay..	91,097	\$ 9,199 43		·1009
	Dec. 17-Feb. 14.	Grahams-Carrols, B.C.....	Stiff clay and sand.	42,040	4,181 56		·0994
	Feb. 15-Mar. 31.	Yinglings, B.C.....	Gravel, sand and stiff clay.	30,890	3,158 10		·1022
				164,027		16,539 09	·1008
"Tug "Petrel".	Not in commis- sion.					766 10	
Rock Breaker No. 1.	Not in commis- sion.					2,382 68	
Rock Breaker No. 2.	Not in commis- sion.					1,152 68	
Drill plant....	Not in commis- sion.					1,503 47	
Dump Scow No 311.	Construction....					2,741 01	
Printing and Stationery.						524 31	
			Grand total....			345,332 22	

CREDITS

Tug "Point Ellice".....	57 65
Dredge "No. 305".....	900 00
	957 65

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DRY DOCKS

Champlain Dry Dock

The Contractors have continued to replace the defective work which had not been built in conformity with contract plans and specifications.

The department has also executed the following works:—

The lighting system of the dry dock property was improved by the installation of six flood lights and eight electric lamps installed on the guide piers. Outlets to carry down electric lights in the bottom of the dock were installed. The aerial line and underground cable with the necessary transformers for the electric energy purchased from the Quebec Light, Heat and Power Company, was completed. The materials for the erection of a new auxiliary boiler, and the construction of a storage shed were purchased.

A toilet building was erected for the crews of steamers in the dock and men engaged in repairing these vessels.

Operation and Maintenance.—The following works were executed: Repairs to firegrates, baffle-plates, arches, water front, and clinker breakers of boilers; to stoker feeds, coal chutes, dampers, etc., of boilers; to mechanical stokers; steam and water feed pipe line; coal bunker; to emergency steam pump in bottom of pump house; to steel casement of windows; repairs to roof of power-house; renewal of wooden flooring over rolling caisson chamber; to wooden side covers of rolling caisson; repairs and painting of fence around dock property; scraping and painting of a portion of floating caisson gate; repairs to the bearing of the rolling caisson gangway; general repairs to power-house; installation of two 6-inch drain valves in floating caisson; repairs to the lightning arresters of the chimney; repairs to railway coal siding; repairs to steam heating system.

The dock was occupied for 296 days by 29 ships of a total tonnage of 98,183 tons.

Seven (7) Canadian Government vessels occupied the dock for 189 days of this period.

LORNE DRY DOCK

The following works were executed: The fire grates of the three steam boilers were renewed; the three steam boilers were repaired and relvelled; the fire arches renewed, also the brickwork of the boilers; all the steam and feed water pipes were repaired; the fence around the dock property was painted; the old wooden sidewalk was replaced on a length of 657 lineal feet by a concrete construction; the road leading to the dock was macadamized on a length of 1,035 lineal feet; a feed water heater was installed; a new reinforced concrete coal shed was constructed; the rolling caisson entrance gate of the dry dock was placed in the Champlain Dry Dock, and scraped, repaired and painted; the bearing face-timbers of said caisson were renewed; all the structural steel of the rolling caisson chamber was scraped, repaired and painted; the woodwork of the different buildings was painted; also the bollards, lamp posts, etc.; general repairs to the Office building were executed.

The dock was occupied for 305 days by twenty (20) ships of a total tonnage of 26,679 tons.

Eight (8) Canadian Government vessels occupied the dock for 200 days of this period.

ESQUIMALT—NANAIMO

New Esquimalt Dry Dock.—The total value of the work done prior to April 1, 1923, was \$1,787,485, and an allowance of \$28,936.95 had also been made for material on site.

Owing to a break in the cofferdam which occurred on January 2, 1923, the work was practically shut down from the beginning of the fiscal year until June 7, when repairs to the dam had been effected and the unwatering completed. From that time on steady progress with the excavation was made, with the result that this work in the dock area is completed, while there remains to be excavated only about 2,000 cubic yards in the pump house and 250 feet of main discharge tunnel.

The material removed during the year consisted of 10,588 cubic yards of earth; 4,130 cubic yards of rock above elevation 8 above zero; 118,500 cubic yards of rock below elevation 8 above zero; and 4,600 cubic yards of rock in trenches.

Concreting was commenced on December 14, 1923, and the work done from then till the end of the fiscal year consisted of lining the tunnels under the floor of the dock, the completion of the class 2 concrete in the floor of the inner 400 feet of the dock, and about 7,000 cubic yards in various sections of the dock walls. The total concrete poured during the year was 1,744 cubic yards of class 1 and 15,384 cubic yards of class 2 mixture. 1,460 lineal feet of tile drains were laid under the floor slab and behind the walls. 48,000 of reinforcing steel were placed in the tunnels under the floor and 162 cubic yards of puddle filling behind the walls.

Good progress was made in dressing the granite required for facing the altars, coping, berths, sills and floor of the dock, the amount completed being 85,160 cubic feet, of which 7,560 cubic feet was set in place during the month of March, 1924.

The 16 sets of ladders to be placed in the walls of the dock have all been delivered ready to be placed in the walls as required while the balance of the keel blocks, 224 in number, and 10 additional bollards necessitated by an authorized change in their arrangement are on hand.

The total value of work done under this contract during the fiscal year amounts to \$1,035,290.79, while the estimate for March, 1924, carries an allowance for material on site of \$45,100.91.

GOVERNMENT TELEGRAPH SERVICE

J. E. Gobeil, General Superintendent

Location of Lines	Year constructed	Length of Lines			Number of Offices	Messages sent	
		Miles of Pole Line	Miles of Wire	Cables		1923	1924
<i>Newfoundland</i>	1883	14	14	—	2	—	—
<i>Nova Scotia</i>	1880-1916	824½	950½	37	169	25,183	24,047
<i>New Brunswick</i> —							
<i>Chatham-Escuminac</i>	1885-1919	86½	109½	—	42	8,744	9,653
<i>Bay of Fundy</i>	1880-1916	64½	82½	37½	27	4,985	4,481
<i>Quebec</i> —							
<i>Magdalen Islands</i>	1880-1910	83½	157½	80½	3	3,463	3,434
<i>Anticosti Island</i>	1881-1890	251½	251½	44½	8	1,007	935
<i>North Shore St. Lawrence</i>	1881-1915	1,082	1,082	5	77	35,746	37,425
<i>Chicoutimi District</i>	1881-1912	479	479	—	36	15,239	16,128
<i>Quarantine System</i>	1885-1912	54½	152½	24½	17	10,481	11,433
<i>Quebec County</i>	1909-1914	73	97½	—	12	10,800	12,932
<i>Timiskaming</i>	1910-1912	104	104	—	18	2,433	—
<i>Ontario</i> —							
<i>Pelee Island</i>	1889-1901	—	—	17½	—	58	197
<i>Saskatchewan</i> —							
<i>Moose Jaw-Willow Bunch</i>	1885-1919	179	212	—	7	—	—
<i>Battleford-Isle la Crosse</i>	1912	329	349	—	9	—	—
<i>Lloydminster-Onion Lake</i>	1883-1913	42	42	—	2	—	—
<i>Alberta</i> —							
<i>Edmonton-Hudson's Hope Loops and Branches</i>	1883-1919	774	843	—	35	—	—
<i>Athabasca—Fort McMurray and Branches</i>	1914-1919	323	323	—	5	—	—
<i>Onion Lake-Elk Point</i>	1883-1919	61½	61½	—	3	—	—
<i>British Columbia</i> —							
<i>Mainland</i>	1899-1922	1,714½	3,240½	13½	254	156,823	160,270
<i>Vancouver Island</i>	1896-1914	1,291½	1,581½	92½	172	106,802	126,962
<i>Yukon</i> —							
<i>Ashcroft-Dawson Boundary and Branches</i>	1899-1916	3,275½	3,585½	2½	277	82,421	81,815
<i>Queen Charlotte Island</i>	1913-1914	102	102	—	17	—	—
Totals.....		11,209½	13,820	355½	1,192	519,561	526,681

TELEGRAPH SYSTEMS OF THE DOMINION

As a matter of general interest, pursuant to the statement submitted last year the latest figures to hand showing the extent of telegraph lines in operation in the Dominion are as given hereunder:—

Canada	Length of Miles				Length of Conductors in Miles				Number of Offices
	Aerial	Under-ground	Sub-marine	Total	Aerial	Under-ground	Sub-marine	Total	
Canadian National Telegraphs.....	23,000	11	15	23,026	129,000	500	105.19	129,605.19	2,295
Government Telegraph Service.....	11,209½	.....	355½	11,565	13,820	.....	355½	14,175½	1,192
Canadian Pacific Telegraph.....	14,898	45	97	15,040	127,773	1,465	232	129,470	1,496

CONSTRUCTION

The Government Telegraph System on March 31, 1924, comprised 11,209½ miles of pole line, 13,820 miles of wire, 355½ knots of cable, and 1,192 offices.

During the year, 114 miles of new line was constructed as follows:—

	Miles	Miles
<i>Yukon System—</i>		
Smithers.....	1	
Horsefly-Beaver Lake.....	24	
Vanderhoof-Chilco.....	11	
		36
<i>Vancouver Island—</i>		
Uchucklesit-Ecoole.....	10	
Salt Spring Island Extension.....	6	
Savary Islands.....	8½	
		24½
<i>British Columbia (Mainland)—</i>		
Canal Flats-Wasa.....	37.00	
Proctor-Sunshine Bay.....	2.75	
Celista-Fowler Meadows.....	5.50	
		45½
<i>Saskatchewan—</i>		
Glaslyn-Junor Loop.....	8	
		8
Total.....		114 Miles

The reduction in pole mileage was due to abandoning:—

In Alberta.....	148 miles of line
In Saskatchewan.....	355 "
On Magdalen Islands, due to re-arrangement of lines.....	27½ "
On Queen Charlotte Islands, due to moving of line from old trail to new road enabled a reduction in pole line of.....	11 "
Total.....	541½ Miles

Pole mileage in 1922-23 should have read 11,637 instead of 11,531, due to 106 miles of pole line in Alberta having been left out in error, but included in wire mileage.

Making pole mileage for 1923-24 as follows:—

1922-23.....	11,637
Plus new construction.....	114
	11,751
Less.....	541½
On March 31, 1924.....	11,209½

The difference in wire mileage submitted for 1922-23 and 1923-24 is accounted for by additions for new construction and deductions for abandonments, etc., as follows:—

Wire mileage 1922-23.....	Miles
	14,184½
Plus new wires strung	Miles
Yukon System.....	36
Vancouver Island.....	25½
British Columbia Mainland.....	45
Saskatchewan.....	16
Magdalen Islands.....	17½
General improvements.....	9½
	149½
	14,334
Less abandoned lines	
Alberta.....	148
Saskatchewan.....	355
Queen Charlotte.....	11
	514
Total 1923-24.....	13,820

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The decrease in cables operated by this department from 363 knots in 1922-23 to 355½ knots in 1923-24 is accounted for as follows:—

	Knots
In 1922-23.....	363
Increase on Magdalen Islands Grindstone to House Harbour and across Basque Harbour.....	7½
Cable at Forbes Point, N.S.....	2½
British Columbia Mainland at Proctor.....	3½
	<hr/> 13½
Withdrawing Long Point of Mingan-Anticosti cable.....	376½
	<hr/> 21
Total.....	<hr/> 355½

The decrease in the number of offices is accounted for as follows:—

1922-23.....	Increase	Decrease	Offices 1,342
Nova Scotia.....	5		
Bay of Fundy.....	6		
Magdalen Islands.....		17	
Anticosti.....		1	
Saskatchewan.....		9	
Alberta.....	—(6 Telegraph and 3 Telephone).....		9
British Columbia Mainland.....		162	
Vancouver Island.....	9		
Yukon.....	26		
Queen Charlotte Island.....	2		
	<hr/> 48	<hr/> 198	
		<hr/> 48	
			<hr/> 150
1923-24.....			1,192

The details *re* above are given in paragraphs covering various superintendencies comprised in Government Telegraph Service.

REVENUE AND EXPENDITURE

The revenue and expenditure for each of the Government lines in the several districts hereinbefore mentioned are given in the following table:—

Telegraph and Telephone Lines	Expenditure 1923-24				Revenue
	Construc- tion and Im- provements	Repairs	Staff and Main- tenance	Total	1923-24
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cape Ray, Newfoundland (subsidy).....			250 00	250 00	
<i>Maritime Provinces—</i>					
Bay of Fundy Lines.....	1,468 88		3,547 52	4,956 40	1,445 13
Cape Breton Lines.....		4,338 76	37,979 97	42,318 73	6,739 04
Chatham-Escuminac Lines.....	859 70		2,481 07	3,340 77	1,794 35
Prince Edward Island and Mainland...			13,993 32	13,993 32	
<i>Quebec Mainland—</i>					
Dorchester County Lines.....			57 45	57 45	98 40
North Shore East of Bersimis.....			32,198 47	32,198 47	13,640 84
North Shore West of Bersimis.....			17,040 57	17,040 57	2,422 48
Quebec County Lines.....			2,574 29	2,574 29	1,843 66
Temiskaming Lines.....			2,212 33	2,212 33	
<i>Quebec Islands—</i>					
Anticosti System.....			8,803 34	8,803 34	547 80
Cable Ship "Tyrian".....			91,277 44	91,277 44	
Grosse Ile-Ile-aux-Coudres and Island of Orleans System.....	959 85		8,310 12	9,269 97	692 77
Magdalen Islands System.....	2,063 60		7,555 34	9,618 94	1,658 87
Maritime Provinces and Gulf Generally			8,200 15	8,200 15	
<i>Ontario—</i>					
Bath-Amherst Telephone Line (sub- sidy).....			250 00	250 00	
Pelee Island System.....		9,084 34	962 77	10,057 11	20 03
<i>Saskatchewan and Alberta—</i>					
Saskatchewan System.....		8,150 15	58,675 29	66,825 44	4,284 87
Alberta System.....		11,055 44	94,436 58	105,492 02	14,451 92
<i>British Columbia and Yukon—</i>					
Ashcroft-Dawson System.....	3,135 48		242,911 00	246,046 48	94,776 98
British Columbia Mainland System...	12,109 79	12,007 39	107,029 21	131,146 39	73,731 44
British Columbia Vancouver Island...	7,208 33	398 71	126,066 07	133,673 11	55,782 95
Telegraph Service Generally			1,075 00	1,075 00	
Net Revenue.....					273,931 53
<i>Casual Revenue Collected—</i>					
Rent Parksville-Alberni Line.....					80 50
Rent Cableship "Tyrian" to Pacific Cable Board.....					2,513 00
Sale Baie St. Paul Line.....					4,333 00
Sale sundry buildings and equipment Alberta and Saskatchewan.....					3,470 27
Totals.....	27,745 63	45,044 79	867,887 30	940,677 72	284,328 30

NOTE—In addition to above an Excise Tax of \$6,593.97 was collected and paid over to the Customs and Excise Department.

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DEPARTMENTAL TELEPHONE SERVICE, 1923-24

Department	Number of Telephones					Total	Cost per Annum
	P.B.X.	Office		Residence			
		Direct		Dir.	Extn.		
		Dir.	Extn.				
							\$ cts.
Agriculture.....	94	1	1	9	2	107	2,599 64
Auditor General.....	28					28	578 64
Canadian Patriotic Fund.....	4					4	76 08
Chief Electoral Officer.....	4					4	82 20
Civil Service Commission.....	43			4	1	48	977 76
Commission of Conservation.....	3			1	1	5	108 36
Customs.....	54	2		4	1	61	1,186 80
Dominion Archives.....	9			1	1	11	284 76
Exchequer Court.....	5					5	141 00
Experimental Farm.....	35					35	881 52
External Affairs.....	21	1		8	1	31	720 12
Finance.....	66			2	2	70	1,257 00
Government Contracts Supervision Com- mittee.....	10					10	248 28
Government House.....	20					20	324 24
Governor General.....	4	3		9	5	21	549 12
Governor General Private Line.....							161 64
Health.....	23			1	1	25	572 04
House of Commons.....	79	2		2	2	85	1,483 32
House of Commons, Sessional.....	250					250	1,552 27
Immigration and Colonization.....	44	2		2	1	49	1,405 44
Indian Affairs.....	14			3		17	513 36
Interior.....	217			4	2	223	5,455 44
Industrial Research Council.....	3					3	47 88
Insurance.....				1		1	33 36
Justice.....	28			7	1	36	772 32
Labour.....	22	1	1	4	2	30	661 08
Library of Parliament.....				2	1	3	79 08
Marine.....	85			5	2	92	1,851 60
Mines.....	80	4	1	1	1	87	1,653 72
National Defence.....	236	7	1	2		246	4,922 88
Patents.....	11			1		12	342 00
Post Office.....	67	3		5	1	76	2,307 84
Printing and Stationery.....	53					53	843 36
Privy Council.....	10	1		6		17	442 92
Public Works.....	84	2	1	6	4	97	2,006 88
Railway Commission.....	28			2		30	597 72
Railways and Canals.....	35	3		8		46	1,303 92
Royal Canadian Mounted Police.....	54	4	1	2	2	63	1,577 28
Secretary of State.....	23			2	1	26	459 12
Senate.....	49					49	784 56
Soldiers' Civil Re-establishment.....	139			2	1	142	2,469 00
Soldiers' Settlement Board.....	26					26	685 32
Supreme Court.....	12			1	1	14	364 68
Trade and Commerce.....	55	1		1	1	58	1,430 88
	2,127	37	6	108	38	2,316	46,796 43

Private Branch Exchange Equipment..... 24,000 12

Private Branch Exchange Operators' Salaries..... 20,693 31

Total Expenditure..... 91,489 86

NOTE.—In 1922-23 under the system of direct connections to the city exchanges the Ottawa Public Buildings Telephone Service consisted of 2,089 telephones which in that year cost the Government \$90,735.97 or \$43.50 per phone.

In September, 1922, a new system of Private Branch Exchanges was put into effect with the following result: On March 31, 1924, the Ottawa Public Buildings Telephone Service consisted of 2,316 telephones which cost the Government \$91,489.86 or \$39.50 per phone, a saving of \$4 per instrument.

SYSTEMS

NEWFOUNDLAND

The line from Port au Basque to Cape Ray continues to be operated as heretofore under an arrangement with the Anglo-American Telephone Company.

CAPE BRETON

The lines were maintained satisfactorily during the year, but traffic fell off slightly due to non-operation of coal mines and general business depression. However, the cost of maintenance and operation for 1923-24 as against the cost of maintenance and operation for 1922-23 shows a decrease of \$85.38. Five new telephone offices were placed in operation.

BAY OF FUNDY

Both the telegraph and telephone circuits were maintained during the year in the face of adverse conditions due to the very severe weather which prevailed during the winter months, sleet storms playing havoc with our land lines and the prevalent gales interrupting the cables, yet under such conditions an improvement of \$652.86 over 1922-23 was achieved. Six new telephone offices were opened.

CHATHAM-ESCUMINAC

Service satisfactory during the year with increased receipts. Comparing 1923-24 revenue and cost of maintenance against 1922-23 shows an improvement of \$882.15.

MAGDALEN ISLANDS

This system, which in 1922-23 comprised 111½ miles of pole line, 140 miles of wire, 73¼ miles of cable, and 20 offices, the whole operated at a cost of \$7,516.25 with a revenue of \$1,832.14, was reorganized in October, 1923, and now comprises 83¾ miles of pole line, 157¾ miles of wire, 80¾ miles of cable, and three exchanges. This will effect a saving in operation of approximately \$3,027.22.

ANTICOSTI

This line has given continuous good service throughout the year. One office was closed. Although the receipts from revenue were almost decreased by half, a net saving in operation over 1922-23 of \$1,292.15 was effected in 1923-24.

NORTH SHORE ST. LAWRENCE

The lines were operated regularly. With a small increase in revenue a saving in the net cost of operation of these lines of \$18,288.24 was effected in 1923-24 as compared with 1922-23. A further saving will be effected during the coming year due to reorganization now in progress.

QUARANTINE LINES

Good service throughout the year. With a slight increase in revenue a saving in the cost of operation of \$546.80 as against 1922-23 was effected.

QUEBEC COUNTY

This line gave good service and a saving in operation costs of \$69.62 is shown.

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TIMISKAMING LINES

These lines are operated under lease by the La Compagnie du Telephone du Nord, Limitee, Guigues, Pontiae County, P.Q.

PELEE ISLAND CABLE

This cable has given uniform good service since repaired in December, 1923.

SASKATCHEWAN

Generally speaking the operation of the lines in this district has been very satisfactory. Nine offices were closed owing to the abandoning of 355 miles of line from Fort Qu'Appelle to Baljennie. On account of the cost of the abandoning of these lines being charged to Maintenance for 1923-24, as well as the various gratuities of two months' salary, given to employees whose services became unnecessary, the saving effected by such abandonment will not all be evident until the annual report for 1924-25 is submitted, when a comparison between expenditure for Maintenance 1922-23 and 1924-25 will show an annual saving of approximately \$28,600. During the current fiscal year a saving of \$9,872.72 has already been effected.

ALBERTA

The lines in this district were maintained with difficulty due to severe fires raging in various sections. During the past season it became necessary to abandon 148 miles of our lines in Alberta, from Edmonton to Elk Point, on account of the district being served by commercial companies. This enabled us to close five telegraph offices. As in the case of Saskatchewan, due to the fact that the cost of abandoning these 148 miles of line, and disbursements incidental to same, being charged against the Maintenance for 1923-24, the whole saving effected will not be evident until the report for 1924-25 is submitted, and such saving will be \$12,500. During the current fiscal year an actual saving in net operating cost of \$7,292.78 was made. In addition to the five telegraph offices, three telephone stations were closed.

BRITISH COLUMBIA MAINLAND

Very efficient service was given throughout the year on this system. The cost of maintenance was increased during the year by \$3,980 on account of the opening of new offices and the consequent necessity of creating positions so that appointments could be made to operate such offices, as follows:—

Clerk-Bookkeeper.....	Kamloops.....	\$1,200 00	per year
Agent Operator.....	Merritt.....	780 00	"
"	Oliver.....	600 00	"
"	Notch Hill.....	780 00	"
"	Brisco.....	120 00	"
"	Coalmount.....	180 00	"
"	Robson.....	120 00	"
"	Sicamous.....	200 00	"
		<hr/>	
		\$3,980 00	"

while the revenue increased over 1922-23 by \$4,424.95, more than offsetting the increased cost of operation.

The number of commission offices in British Columbia mainland was reduced from 416 in 1922-23 to 254 in 1923-24 by transferring 162 reporting offices to rural lines, the whole business transacted on these lines being brought to account at the switching points, and converting these 162 reporting offices into subscribers, thus simplifying the accounting.

VANCOUVER ISLAND

The operation of the various circuits comprising this system was satisfactory. A decrease in the cost of maintenance of \$1,320.67 being effected. Nine new offices were opened.

YUKON SYSTEM

This system which extends from Ashcroft on the Canadian Pacific Railway main line to the United States boundary north of Dawson City, with branches, gave uniform, steady service throughout the year. A saving of \$7,116.75 over 1922-23 being effected during 1923-24. Twenty-six new telephone and telegraph offices were opened during the year.

C.G.S. "TYRIAN"

The following covers the operations of the cableship *Tyrian* during the fiscal year 1923-24, together with a list of repairs effected:—

1923

April	1.....	Went in to Shelburne, N.S.
"	2.....	Went to Grand Manan, N.B.
"	3 to 5.....	Anchored at Seal Cove.
"	6.....	Went to North Head and paid crew.
"	7.....	Went to Seal Cove and repaired Big Wood Island cable.
"	8.....	Repaired White Head Island cable.
"	9.....	Repairing Duck Island cable.
"	10.....	Blowing hard, remained at anchor.
"	11.....	Repaired Cheney's Island—Ross Island cable.
"	12.....	Went to East Port and took in water.
"	13 to 15.....	Repairing Long Eddy—Herring Bay cable.
"	16.....	Stormy, went to Welchpool.
"	17.....	At Welchpool.
"	18.....	Repairing Deer Island cable.
"	19 to 21.....	Repairing Long Eddy—Herring Bay cable.
"	22.....	Went to Woods Harbour, N.S.
"	23.....	Went to Clarks' Harbour, repaired Barrington cable.
"	24.....	Blowing hard, at Woods Harbour for shelter.
"	25.....	Went in to Sand Point, N.S.
"	26.....	Went to Tancook, N.S.
"	27-28.....	Repairing Tancook Islands cable.
"	29.....	Arrived at Halifax, N.S.
May	7.....	Sailed for Prince Edward Island, met ice and went in to Isaacs Harbour, N.S.
"	8.....	Remained at anchor.
"	9.....	Went out, met ice and returned to port.
"	10.....	Conditions the same.
"	11.....	Went to Fisherman's Harbour.
"	12.....	Got clear of ice and in to Strait of Canso.
"	13.....	Skirted ice and got in to Pictou, N.S.
"	14.....	Repaired Caribou-Wood Islands cable.
"	15.....	At Charlottetown awaiting orders.
"	16 to 19.....	Standing by s.s. <i>Jan</i> ashore Indian Rocks.
"	20.....	Went to Charlottetown.
"	21.....	Went to Wood Islands with scow.
"	22.....	Changed route of telephone cable and returned to Charlottetown.
"	23 to 26.....	Repairing Pictou Island cable.
"	27.....	Went to Bay St. Lawrence.
"	28.....	Gale of wind, remained at anchor.
"	29 and 30.....	Repairing Meat Cove—Old Harry cable.
"	31.....	Went to North Sydney for coal.
June	1.....	Took in bunker coal.
"	2.....	In Louisburg for shelter.
"	3.....	Remained at anchor.
"	4.....	Repaired Scatarie Island cable.
"	5.....	Arrived at Halifax.
Aug.	25.....	Went to Pier 3. Took aboard material for Magdalen Islands.
"	29.....	Sailed for Magdalen Islands.
"	30.....	Arrived at Pleasant Bay.
"	31.....	Landed telephone material at Grindstone.
Sept.	6.....	Went to Amherst and landed same there.
"	10.....	Went to Grosse Isle and landed material.
"	13.....	Called at Entry Island and sailed for Halifax.
"	14.....	Arrived at Halifax.
"	18.....	Took aboard cable from s.s. <i>Comino</i> .

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- | | | |
|------|-------------------|---|
| " | 19..... | Went to Pier 9, and took in coal. |
| " | 20..... | Sailed for Pictou Island. |
| " | 21..... | Arrived at Pictou. |
| " | 22..... | Repaired Pictou Island cable. |
| " | 23..... | Went to Bay St. Lawrence. |
| " | 24..... | Went to North Sydney. |
| " | 25..... | Took in coal for Bay St. Lawrence Station. |
| " | 26..... | Sailed for Bay St. Lawrence and landed coal. |
| " | 27 to 29..... | Repairing Magdalen Island cable. |
| " | 30..... | Sailed for Anticosti. |
| Oct. | 1..... | Repairing S.W. Point-Fox River cable. |
| " | 2..... | Went to Gaspe. |
| " | 3..... | Took in fresh water. |
| " | 4..... | Paid the crew and went to Fox River. |
| " | 5..... | Completed repair S.W. Point-Fox River and sailed for Tadoussac, Que. |
| " | 6..... | Arrived at Tadoussac. |
| " | 7..... | Repairing cable. |
| " | 8..... | Completed repair. |
| " | 9..... | Sailed for Bryon Island. |
| " | 10..... | Called at Gaspe for mail. |
| " | 11..... | Anchored at Grosse Isle, Magdalen Islands. |
| " | 12..... | Repaired Byron Island cable. |
| " | 13..... | Laid cable across House Harbour Channel. |
| " | 14..... | Went to Entry Island and attempted to repair cable. |
| " | 15..... | Gave up this repair and sailed for Halifax. |
| " | 16..... | Arrived at Halifax. |
| " | 18 to 27..... | Cleaning boilers. |
| " | 28 to Nov. 4..... | Attending schooner races. |
| Nov. | 5, 6, 7..... | Fog. |
| " | 8..... | Sailed for Woods Harbour, N.S. |
| " | 9..... | Arrived at Woods Harbour. |
| " | 10..... | Had interview with Barrington Telephone Company about Seal Island cable. |
| " | 12..... | Went to Ellenwood Island, made survey for new cable. |
| " | 13..... | Went to Grand Manan. |
| " | 14..... | Anchored at Welchpool. |
| " | 15..... | Went to Seal Cove, repaired cable on the beach. |
| " | 16..... | Laid cable from Long Island to Bancroft Point. |
| " | 17..... | Repaired Nantucket Island cable. |
| " | 18..... | Went to Welchpool. |
| " | 19..... | Sailed for Ellenwood Island. |
| " | 20..... | Made further survey and cleared for Halifax. |
| " | 21..... | Arrived at Halifax. |
| " | 28..... | Moved to Old Pier 2, and took aboard cable from Pelee Island, Ont. |
| " | 29..... | Moved back to Plant Wharf. |
| 1924 | | |
| Jan. | 18..... | Took in coal. |
| " | 19..... | Went to Tanook. |
| " | 20..... | Repaired cable. |
| " | 21..... | Went back to Halifax. |
| Feb. | 15 to 23..... | Repairing main tank. |
| " | 27..... | Sailed for Briar Island. |
| Mar. | 2..... | Arrived at West Port. |
| " | 3 to 5..... | Repairing Grand Passage cable. |
| " | 6 and 7..... | Turning over cable in tanks. |
| " | 8 and 9..... | Gale of wind. |
| " | 10..... | Went to Yarmouth. |
| " | 11 to 16..... | Bad weather. In Yarmouth. |
| " | 17..... | Went to Ellenwood Island. |
| " | 18..... | Laid Cable, Ellenwood Island to Dog Island and Allen Island to Haymaker Island, Sailed for Halifax. |
| " | 19..... | Arrived at Halifax. |

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REPORT OF THE ACCOUNTS BRANCH

A. G. Kingston, Chief Accountant

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1924.

Name of Building	Con- struction and Improve- ments	Repairs and Furni- ure	Rents	Salaries of Caretakers, etc.	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
PUBLIC BUILDINGS										
<i>Nova Scotia</i>										
Anherst, post office, etc.		470 69		830 00	82 46	719 32	652 29	30 49		2,785 25
Annapolis, post office, etc.		182 10		1,500 00	19 95	582 00	224 84	30 00		2,598 89
Antigonish, post office, etc.		955 86		830 00	38 65	652 70	236 87	225 00		2,939 08
Arichat, post office, etc.		253 26		150 00	58 45	308 00	7 50			777 21
Baddeck, post office.	75 00	314 68		1,080 00	49 95	422 75	122 00			2,064 38
Bridgewater, post office, etc.		321 40		830 00	19 80	241 38	412 44	33 69		1,858 71
Canning, post office (site)	3 59	653 45		830 00	37 90	526 50	477 96			2,525 81
Canso, post office		71 95	108 29							108 29
Clark's Harbour, post office		1,441 70	100 00	830 00	57 15	674 81	597 60	40 00		1,271 95
Dartmouth, armoury (Old Park School).	1,100 00									3,641 26
" post office.										
Digby Fisheries Inspector's office, (Warne Bldg.)			250 00							250 00
" post office.		357 72		842 50	43 33	402 90	614 71	80 00		2,341 16
Glace Bay, post office.		1,157 69		1,080 00	58 03	638 00	315 78	44 00		3,293 50
Guy'sborough, post office.		130 13		60 75	60 75	469 50	214 05			1,104 35
Halifax, archives office (Bellevue Bldg.)		2,272 52	389 78	1,888 75	108 03	3,130 17	533 02	19 45		8,341 72
" Camp Hill, military hospital.	966 28									966 28
" customs house, etc.		892 61		7,160 00	144 60	3,261 24	754 58	555 07	105 00	12,873 10
" Eastern Trust Bldg. (Health Department)			1,482 50							1,482 50
" examining warehouse, etc.				1,080 00	7 05		75 53			1,162 58
" Fisheries office (Heslin Block).		2 00	970 90				1 00			972 90
" Immigration building, pier No. 2.	91,666 67	981 80						38 62		92,649 47
" North End, post office (site).								553 25	523 54	38 62
" post office, etc.		1,813 12		9,810 73	181 25	3,052 60	2,539 32			18,473 81
" quarantine station (Lawlor's Island).	17,272 01					1,077 88				18,349 89
" Rockhead, immigration hospital.	7,285 43	175 66				1,510 76	74 16	10 15		9,056 16

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1924.—*Continued*

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers, etc.	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
PUBLIC BUILDINGS										
<i>Prince Edward Island</i>										
Charlottetown, custom house, etc., (old Bank Bldg.)			89 00	1,240 80	74 74	778 27	75 80	34 00		6,000 80
" experimental farm	1,996 86	3,707 99				881 30	198 92			3,139 82
" post office, etc.		2,515 58		2,809 15	214 35	2,136 43	2,049 57	225 00	62 74	9,950 08
" Public Works office (clerk of work residence)		0 75	187 67				5 55			193 97
" Public Works office, superintendent of dredges)			196 87				9 56			206 43
" Riley Bldg. (Inspector of Customs)			287 50				10 06			799 83
Georgetown, post office, etc.		502 27		238 29	28 38	328 50	150 20			924 89
Keppock, quarantine Station		179 52				231 50				231 50
" Montague, armoury	138 00		15 00							153 00
" post office, etc.	755 72	102 47		433 29	67 90	344 63	200 17			1,148 46
North Wiltshire, Dalton Sanatorium										755 72
Fisheries			156 25							156 25
Souris, post office, etc.	764 55	442 98		720 00		407 87	227 97			2,563 37
Summerside, post office, etc.		334 91		914 00	72 35	644 33	826 76	72 50		2,864 85
Tignish, post office	1,462 21		1 00	830 00	82 60	752 50	223 02			3,351 33
Minor offices throughout the province		10 60					0 60			11 20
Prince Edward Island, generally		433 26								433 26
Totals, Prince Edward Island	5,117 34	8,230 33	933 29	7,185 53	540 32	6,505 33	3,978 18	331 50	62 74	32,884 56
<i>New Brunswick</i>										
Bathurst, post office, etc.		2,318 70		830 00	14 87	735 36	176 57	66 00		4,141 50
Campbellton, armoury	152 57		250 00							402 57
" post office, etc.		284 50		830 00	26 68	917 11	505 00	52 00		2,615 29
Campobello, fisheries office			150 00							150 00
Chatham, post office, etc.		360 93		780 00	17 79	681 76	443 93	40 00		2,324 41

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Chatham, quarantine station (Middle Island).....	30 00	780 00	16 30	265 57	143 36	26 00	295 57
Dalhousie, post office, etc.....	28 48	.....	.....	466 28	.....	.....	1,460 42
Edmundston, Department National Defence (Fournier Block).....	.....	303 33	.....	.....	.....	.....	303 33
" immigration office.....	.....	60 00	.....	.....	.....	.....	60 00
" " public office.....	54 10	500 00	.....	.....	.....	.....	554 10
Fairville, post office.....	485 30	880 00	52 60	342 56	74 32	17 10	4,929 50
Fredericton, custom house (old post office).....	517 31	876 00	49 72	526 11	231 60	48 82	1,801 88
" Department Soldier Civil Re-establishment.....	115 42	1,440 00	.....	63 75	74 17	.....	2,249 56
" experimental farm.....	745 56	1,621 78	67 79	510 35	981 86	36 89	1,693 34
Grand Falls, post office.....	12 70	830 00	54 43	733 18	172 72	33 00	2,575 21
Hampton, post office.....	39 87	25 00	32 29	424 68	.....	.....	1,527 53
Hartland, post office, &c.....	213 82	650 00	6 25	445 90	44 95	.....	1,404 01
Hillsborough, post office, &c.....	213 95	780 00	7 15	405 37	176 82	30 00	1,482 26
Marysville, post office.....	144 50	170 00	34 01	177 09	180 69	.....	1,358 70
Milltown, post office, &c.....	14 16	880 00	52 20	269 55	71 65	37 65	689 71
Moncton, armoury.....	1 79	2,000 00	.....	374 65	240 02	.....	1,548 68
" examining warehouse.....	1 00	3,000 00	2 00	82 00	44 05	.....	2,001 79
" " post office.....	3,205 24	1,125 40	75 65	492 83	801 56	134 00	3,129 05
Newcastle, post office, &c.....	49 81	1,500 00	.....	850 00	250 08	.....	5,834 68
Richibucto, post office.....	1,296 27	865 00	48 06	850 98	730 45	70 00	2,649 89
St. John, Canadian Northern Railway, mail room.....	13 10	825 00	20 70	344 67	218 00	.....	3,860 76
" custom house, &c.....	.....	.....	.....	.....	.....	.....	1,421 47
" immigration building.....	968 78	6,774 50	184 59	4,118 10	620 38	824 58	50 50
" " post office (new).....	814 74	10,276 63	195 60	4,253 10	1,560 63	444 52	16,767 54
" (old) Marine, Public Works, &c.....	1,308 93	4,274 50	56 57	1,727 42	478 08	405 59	908 78
" quarantine station (Partridge Island).....	830 00	.....	.....	6,039 22	165 02	5,891 59	20,466 62
" savings bank.....	268 55	935 16	11 42	487 75	205 25	178 22	8,251 09
St. John West, Department Soldiers Civil Re-establishment, Soldiers Civil Re-establishment, Pa-efic Dairies Bldg., &c.....	.....	624 52	.....	.....	.....	.....	28,476 55
" " Department Soldiers Civil Re-establishment, 74 Union St.....	.....	750 00	.....	.....	.....	.....	3,558 25
" " Fisheries office, Newman St.....	187 68	.....	.....	.....	.....	.....	624 52
" " immigration building.....	2,105 32	.....	.....	3,015 86	410 72	972 42	750 00
" " post office.....	844 59	399 92	30 57	482 00	201 67	9 98	187 68
St. John, generally.....	0 99	112 48	6,504 32

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1924.—*Concluded*

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers, etc.	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
PUBLIC BUILDINGS										
<i>New Brunswick—Concluded</i>										
St. Stephen, armoury.....	285 45									285 45
Department National De- fence (stores, etc.).....			183 33							183 33
" immigration office.....			375 00			121 00				496 00
" post office, etc.....		412 87		780 00	18 55	548 00	232 44	77 41		2,069 27
Sackville, armoury.....	97 30		325 00							422 30
" public building.....	14,998 20				10 55	537 14	133 91	58 00		14,998 20
Sussex, post office, etc.....	4,471 56	260 16		816 00		4,575 44	14 15			6,287 32
Tracadie Lazaretto.....	3,148 85			1,905 56		4,405 03	553 72	45 13		9,644 00
Woodstock, post office, etc.....		117 00		830 00		124 50				1,950 88
Minor offices throughout the province.....		530 58								655 08
New Brunswick, generally.....		1,050 90					1,052 14			2,103 04
Totals, New Brunswick.....	57,663 75	14,347 57	12,609 64	41,871 45	1,198 82	36,994 22	11,189 82	9,498 90	1,061 05	186,435 22
<i>Quebec</i>										
Acton Vale, post office.....		333 50		740 00	120 66	438 94	160 52	28 00		1,821 62
Arthabaska, post office.....		1,323 27		830 00	161 12	530 81	177 87	100 00		3,123 07
Asbestos, post office.....		14 15	265 00							279 15
Aylmer, post office.....		30 00		99 96	39 21	396 66	216 00	45 75		827 58
Beauharnois, post office.....		249 11	494 57	120 00		55 16	15 35	260 70		1,194 89
Bedford, post office.....		11 66	250 00					8 00		269 66
Berthierville, post office.....		57 16		75 00	16 90	330 50	47 70	110 00		637 26
Bromtonville, post office.....		2 25	225 50							227 75
Brownburg, post office.....		0 40	108 29							108 69
Buckingham, post office.....		55 17		199 92	42 18	434 36	131 80			863 43
Cap Rouge, experimental farm.....	4,587 21					1,825 06				6,412 27
Chicoutimi, post office, etc.....		1,164 85		867 97	43 54	530 38	656 85	375 00		3,638 59
Coaticook, post office, etc.....		590 87		806 25	172 15	522 84	258 50	70 00		2,420 61
Compton, post office.....			137 50							137 50
Cookshire, post office.....		140 42		780 00	128 48	158 10	155 54	20 00		1,382 54
D'Issraeli, post office.....		6 03	262 50				0 43			268 98
Drummondville, post office, etc.....		24 35		690 00	85 20	66 00	166 16			1,031 71
Dundee, custom house.....		788 93				402 90	31 50			1,308 85
East Angus, post office.....		305 63		871 25	132 11	546 15	533 90			2,389 04

Amounts expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1924.—Continued

Name of Building	Con- struction and Improvements		Repairs and Furniture		Rents		Salaries of Caretakers, etc.		Supplies for Caretakers		Heating		Lighting		Water		Power		Total	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
PUBLIC BUILDINGS																				
<i>Quebec—Continued</i>																				
Montreal, custom house, etc.			4,232 66						47 85		2,532 11		870 14		666 39				8,349 15	
" " (canal office)			31 23								25 12		8 67		17 46				82 48	
" Department National Defence, 700 Dorchester St. W.			0 50		1,275 00														1,275 50	
" Department National Defence, 1398 Notre Dame St. E.			130 16		375 00														505 16	
" Department National Defence, Outremont (old Strathcona Academy)			127 32		480 00														607 32	
" Department National Defence, Verdun (Fire Station No. 2)			1 12		1,000 00														1,001 12	
" Department National Defence, Westmount (1215 Greene Ave)			1 62		1,875 00														1,876 62	
" detention hospital			185 40						153 88		8,830 14		5,047 64		4,074 00		3,039 96		33,453 22	
" examining warehouse (new)		7 741 42							67 55		4,760 68		1,738 76		1,517 68		560 13		18,810 64	
" " (old)		3,185 00			80 10						1,215 74		1,357 83		562 03		1,899 38		5,333 86	
" forest products laboratory					298 88						2,711 37		1,004 59		525 33		163 92		6,684 46	
" immigration building			2,279 25																	
" " 353-355 Craig St.			3,799 91		2,071 23						583 64		41 01		90 00				6,585 79	
" Marine offices, etc. (Shaugh- nessy Bldg.)			3,004 83		31,707 09								961 56		1,018 50				36,691 98	
" old inland revenue building					165 12						537 18		83 04		234 40		128 04		1,597 02	
" (P. W. offices)	26,300 00		427 39						21 85										28,810 18	
" ordnance stores (Grant garage).	30 00		2,490 63		367 50				19 55										337 50	
" Place Viger Station, mail room.					261 80				243 51		5,601 41		11,389 45		6,923 60		4,808 04		40,136 01	
" post office, etc.	4,045 39		6,802 81		307 50				125 50		1,893 92		791 83		465 60		716 04		7,973 50	
" postal station "A", etc.			3,980 61						113 55		1,272 11		490 81		698 40				3,379 05	
" " "B", etc.									33 00		1,255 06		327 67		535 85				2,384 12	
" " "C"			804 18						33 40		813 94		257 20		187 48				1,523 29	
" " "D"			217 25		15 29				35 40											
" " "E"			229 27						3 50		544 54		256 56		43 00				1,651 40	
" " "F"									39 00		780 77		328 81		274 73				2,902 14	
" " "G" (Lavut Bldg.)			1,478 83																	
" " "H"	24,933 89		259 89		2,683 56				6 15		874 25		69 34		93 12		109 36		29,029 50	
" " "I"	237 02		790 56		116 44				69 35		2,190 74		1,239 19		1,608 72		2,603 88		8,855 90	
" " "L"			83 89						35 30		1,135 18		186 15		84 47				1,524 99	

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Montreal, postal station "M"	10 40	975 00	204 77	54 26	8 00	1,252 43
" " " " "N"	3 22	12,304 50	678 65	173 47	436 50	12,917 69
" " " " "O" (St. Laurent)	85 28			148 73	26 48	943 38
" " " " "R" (St. Denis Ward)						
" " " " "S"	94 30	1,500 00	159 14	168 24	8 45	1,930 13
" " " " Delormier Ave.	263 66		361 06	100 39	146 40	876 26
" " " " 123 86	123 86	1,499 96	6 50	121 89	58 20	1,813 91
" " " " Hochelaga	305 95		479 04	149 34	139 68	1,074 01
" " " " Notre Dame de Grace	54 70	2,600 00		67 46	93 12	2,816 78
" " " " Outremont		3,049 29		160 10	11 70	3,221 09
" " " " Ste. Cuneigonde		2,187 50				2,187 50
" " " " St. Henri	307 81		521 34	225 90	38 72	1,129 77
" " " " Verdun	2 00	1,960 50		71 46	87 48	2,155 94
" " " " Prince of Wales Armoury, Drummond St.	548 98	26,743 97				27,309 15
" " " " signal service (La Sauvagerie)		593 75				593 75
" " " " testing laboratory, 38 Cathcart St.						
" " " " Windsor Station, mail room	120 90	750 00				750 00
" " " " generally	40 98	462 00			127 44	887 50
" " " " Murray Bay (La Malbate), post office, etc.	5,196 07			3,388 57		186,956 09
" " " " Nicolet, post office, etc.	254 88		610 91	269 05		2,033 81
" " " " Pierreville, post office	53 65		327 02	300 42	70 80	1,573 54
" " " " Plessisville, post office	8 48		203 25	67 34	15 00	2,624 60
" " " " Quebec, Agricultural Department, seeds office	199 51		494 55	233 49	143 75	2,011 44
" " " " archives office		2,200 00		48 86		5,871 13
" " " " armoury, D'Auteuil and Elgin Sts.						432 00
" " " " citadel (Governor General's quarters)		675 00				675 00
" " " " custom house, etc.	167 33	39 48				
" " " " Department Soldiers' Civil Re-establishment (Merger Bldg.)	2,846 51		1,085 47	104 02		2,202 11
" " " " examining warehouse			1,748 90	720 06	1,400 00	14,229 11
" " " " immigration buildings (Louise embankment)	10,011 60	806 00				806 00
" " " " immigration detention hospital (Savard Park)			1,451 95	441 57	787 50	17,726 64
" " " " marine agency (King's wharf), observatory	170 31		4,174 33	1,114 28	2,351 09	35,203 78
" " " " post office, etc. (Main)	25 72					
" " " " postal station "B"	120 93	311 61				
" " " " Faubourg St. Jean post office	2,229 37	5,625 00				
" " " " St. Roch post office	4,334 75	2,350 00				
" " " " St. Sauveur post office	139 40					
" " " " Soldier Settlement Board (Lindsay Bldg.)	697 46					
" " " " weights and measures office (24 Champlain St.)	198 79					
" " " " " "		84 00				84 00
" " " " " "						
" " " " " "	0 90	375 00				
" " " " " "			367 10	18 91		761 91

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Royal Mint.....					7,238 23 72 58	182 52 518 45	1,428 27 62 13		8,849 02 2,289 08
Supreme Court.....									
Towards purchase of building for new Government workshop.....	26,155 95								26,155 95
Victoria Island Shipyard.....	1,235 30								1,565 66
Victoria Memorial Museum.....									34,335 74
War Trophies Building.....									7 17
Departments Generally—Care and cleaning of departmental buildings including amount of \$100 to E.		8,858 28							365,604 98
Snowdon for firing noon gun.....									9,967 26
Generally.....									734,242 18
Sundry rented buildings.....									
Total Ottawa buildings...	989,529 73	229,624 19	143,283 73	656,950 63	1,048,407 80	77,932 97	39,000 00	34,173 47	3,499,071 40

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Kingston, taxation office (Bibby Bldg.)...	313_08	60 72	1,550_00	240 00	12 60 95 36	79 73 2 99	3 30	2,259 43 98 35
Kitchener, armoury (North Waterloo Reg- 55 King St.)	250 05		1,770 00			0 83		2,020 88
" Canadian National Railway station, mail room		1 25	50 00				4 74	50 00
" examining warehouse			1,800 00			9 87		1,815 86
" Government's share of cost of local improvements	1,750 40							1,750 40
" post office, etc.	350 50	756 82		854 00	176 20	801 19	291 78	3,300 89
" taxation office (Royal Bank Bldg.)	932 10	84 00 385 49	350 00	830 00	33 55 34 14	6 00 183 25		1,372 10 1,702 79
Lakefield, post office								50 81
Lansdowne, post office								375 00
Leamington, armoury	344 60	350 00	375 00	864 00	2 00	225 30	29 00	2,054 56
Lindsay, post office, etc.		589 47		878 75	40 80	593 50	44 00	2,425 51
Listowel, armoury	1,877 45	479 73		765 00	62 10	620 60	82 82	1,877 45
" post office, etc.								2,159 75
London, Canadian National Railway								42 01
" mail room	4,011 41	1,557 33	42 01	2,310 00	87 77	1,180 90	57 30	9,460 29
" custom house, etc.								1,251 07
" Department National Defence (Chapter House)		49 00	733 33	167 87		300 87		455 00
" Department Soldier Civil Re- Establishment, 81 King St.			455 00					3,900 00
" Department of Soldiers Civil Re- Establishment, Brenner Bldg.								3,223 01
" Engineer's office, D.P.W. (Royal Bank Bldg.)	3,737 31	49 37	3,173 64					16,596 88
" post office, etc.	13,064 28	3,909 05 303 31	2,942 21	316 95	4,632 54	652 58	376 04	13,415 89
Westminster Military Hospital			48 30	125 00				125 00
L'Original, post office			82 50	300 00	11 83	177 00	5 00	82 50
Lucan, armoury		123 65 8 86	213 75					667 08
Markham, post office			200 00					222 61
Maxville, post office	392 00	221 99		830 00	29 35	352 50	45 89	2,031 66
Merrickville, post office		70 20		60 00		97 39		2,247 12
Midland, post office, etc.		771 79		830 00	10 25	319 00	15 68	2,026 41
Milton, post office		411 14		871 00	36 08	396 19	17 16	1,955 52
Milverton, post office, etc.		11 14		817 50	31 85	187 65	56 11	1,551 80
Mitchell, post office		418 69		410 00	25 15	281 25	18 36	1,078 75
Mount Forest, post office		113 33		725 00	49 00	478 27	70 66	2,891 36
Napanee, post office		1,242 72	136 44			192 23		328 67
New Hamburg, post office		269 93		861 50	31 58	731 38	76 14	2,045 04
Newmarket, post office, etc.		657 88		834 00	88 98	529 15	59 36	2,300 28
Niagara Falls, post office, etc.								480 00
North Bay, Hydro-Survey (Angus Block)	707 27	1,396 19	480 00	1,200 00	142 43	866 87	282 29	4,595 05
" post office, etc.		377 95		835 50	18 70	333 18	25 00	1,712 19
Norwich, post office, etc.								100 00
Orangeville, armoury (Old Town Hall)			100 00					

AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1924.—Continued

Name of Building	Con- struction and Improve- ments	Repairs and Furniture	Rents	Salaries of Caretakers, etc.	Supplies for Caretakers	Heating	Lighting	Water	Power	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
<i>Ontario (excluding Ottawa)—Continued</i>										
Orangeville, post office, etc.	2,420 50			1,125 00	24 68	265 45	83 82	20 00		3,939 45
Orillia, post office, etc.	1,971 45			815 00	16 20	627 24	176 52	15 53	16 20	3,647 94
Oshawa, post office, etc.	1,336 68			1,019 00	28 24	764 53	208 34	90 48		4,009 83
Owen Sound, armory.	16 88		604 59							621 47
" post office.	911 54			834 00	109 45	726 74	125 39	50 00		2,757 12
Palmerton, post office, etc.	686 71			866 00	31 50	544 30	102 07	34 00		2,264 58
Paris, post office.	296 68			830 00		375 31	149 37	45 00		1,696 96
Parkhill, post office, etc.	36 55			199 92	12 90	330 00	182 66	10 00		792 03
Pembroke, post office, etc.	1,544 38			920 00	42 51	537 30	703 47	40 00		3,787 66
Perth, armory.			156 25							156 25
" post office (site).	14 74									14 74
Peterboro, custom house.	461 68			467 58	52 07	444 91	118 11	87 50		1,631 85
" post office, etc.	763 76			1,653 00	53 40	1,049 38	236 99	131 25		3,887 78
Petrolia, post office, etc.			225 00							225 00
Pictou, post office, etc.	1,383 40	48 35		816 00	58 55	460 61	103 96	47 64		2,918 51
" weights and measures office.	338 00	2,232 82	72 00	780 00	48 77	359 29	118 12	27 00		3,904 00
Pigeon River, immigration office.		46 35				18 00				46 35
Port Arthur, examining warehouse, etc.	979 18		34 75	4,425 24	154 94	1,730 18	388 60	111 86	509 91	8,324 65
" generally.	2,730 85	2,228 15		690 00	214 71	392 59	228 22	90 95		6,575 47
Port Colborne, Canal Revenue office.			180 00							180 00
" post office.	333 00	217 32		720 00	18 60	124 20	12 06	5 00		321 26
Port Hope, post office, etc.	318 50	129 02		877 00	42 22	525 93	228 57	15 79		1,537 82
Port Perry, post office.	163 50	67 87		875 00	53 40	363 42	212 94	55 05		2,137 03
Pontypool, armory.			234 00							234 00
Powassan, armory.			65 00							65 00
Prescott, custom house.	169 50	576 13			23 97	233 25	32 15	60 00		1,095 00
" post office.	334 50	729 45		1,658 00	59 52	227 53	136 91	60 00		2,606 01
Preston, post office, etc.		1,496 27		880 00	53 00	457 43	184 72	49 93		3,121 35
Princeston, post office.		7 45	313 95				18 00			339 40
Renfrew, post office, etc.		795 35		875 00	80 89	461 31	144 19	27 00		2,383 74
Ridgetown, post office.			375 00							375 00
St. Catharines, post office, etc.		517 32		769 00	59 75	594 15	136 60	87 59		2,164 41
" taxation office (Bank of Nova Scotia Bldg.).		210 00	1,391 62							1,601 62

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St. Mary's, armoury	127 97	750 00	775 00	32 00	797 64	201 60	35 75	750 00
“ post office, etc.								1,970 03
St. Thomas, armoury	659 48							659 48
“ post office	412 75							2,244 76
Sandwich, post office, etc.	147 64		906 00	19 40	607 44	124 55	26 98	1,677 56
Sarnia, post office, etc.	623 38		765 00	25 25	173 50	90 43		3,117 93
Sault Ste. Marie, post office, etc.	1,622 43		884 00	41 45	339 25	150 80	80 00	6,122 85
Seaford, post office	1,104 11	105 12	1,914 84	210 97	1,870 63	499 58	31 55	2,507 92
Shelburne, post office, etc.	1,003 65		891 50	29 45	460 26	112 26	10 80	2,251 30
Simcoe, post office, etc.	847 72		865 00	31 00	294 16	187 42	26 00	1,451 32
Smiths Falls, armoury	51 63	206 25	1,050 00	30 25	203 25	96 19	20 00	206 25
“ post office, etc.	599 55		830 00	28 25	459 26	406 63	109 25	2,840 94
Southampton, post office (site)	181 47							181 47
Steeleton, post office	25 50							25 50
Stouffville, post office (York Co.)		75 00						75 00
Stratford, armoury	767 62							767 62
“ post office, etc.	1,198 17		944 00	29 10	819 09	337 99	29 00	3,772 53
Sturthroy, post office, etc.	354 75		830 00	23 87	358 50	75 08	22 50	1,693 25
Sturgeon Falls, post office	92 49	1,115 05				89 50		1,474 05
Sudbury, post office, etc.	1,292 15		1,355 00	116 71	1,871 84	2,241 28	49 55	6,926 53
Tara, armoury		120 00						120 00
Tilbury, post office	160 50		830 00	29 20	500 27	123 77	28 00	1,671 74
Tillsonburg, post office, etc.	9 46		830 00	15 80	480 01	107 65	43 76	1,846 48
Toronto, armoury, 35 college Ave.		10,733 30						10,733 30
“ Board of Pension Commissioners, (Henry Bldg.)		1,920 62						1,920 62
“ building for Seed Branch	25 00							25 00
“ casualty clearing station and settlement of Canadian National Railway expropriation claims	84 25	69 60						45,212 01
“ Christie Street hospital								8,918 32
“ custom house (Board of Trade Bldg., 52-56 Wellington St.)	702 20	19,500 00		259 70		1,009 91	333 15	23,253 37
“ Department National Defence (48 University St.)		750 00						750 00
“ Department National Defence (St. Paul's Hall)	0 77	2,600 00						3,395 77
“ Department Soldier Civil Re-establishment (Allen Bldg.)		813 80						813 80
“ Department Soldier Civil Re-establishment (Strathly Bldg., 287 Queen St. West)		1,050 00						1,050 00
“ examining warehouse (276 King St. West)	652 29	11,916 71		166 49	1,991 28	365 08	318 57	15,688 89
“ examining warehouse (Yonge St.)	4,017 92			149 63	1,711 28	505 11	105 84	6,792 28
“ gas and electric inspector's office		20 00				3 30		23 30
“ grain inspection (Pacific Bldg.)		660 00						660 00
“ inland revenue building	2,164 95			104 55	950 93	435 55	46 68	3,775 68
“ ordnance stores (Keen Bldgs., Spadina Ave.)		28,985 55		14 65	4,139 28	821 61	85 14	34,816 78
“ Meteorological Observatory	266 40							335 59

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Wingham, post office.....	43 27	199,543 40	244,731 07	11,686 16	118,904 83	48,921 02	9,917 48	6,709 14	1,114 66
Woodstock, post office, etc.....	638 68	1,875 00	1,118 00	32 90	377 21	289 40	43 78	.....	2,396 99
Minor offices throughout the province.....	1,080 73	.....	120 00	8 00	420 24	43 99	39 20	.....	4,001 33
Ontario, generally.....	3,424 48	.....	.....	.....	.....	3,940 21	.....	.....	7,372 69
Totals Ontario.....	140,393 62	199,543 40	244,731 07	11,686 16	118,904 83	48,921 02	9,917 48	6,709 14	988,451 73
<i>Manitoba</i>									
Brandon, examining warehouse.....	.....	1,875 00	.....	.....	.....	.....	.....	.....	2,067 66
" " experimental farm.....	2,423 62	.....	.....	.....	164 70	27 96	.....	.....	2,868 38
" " post office, etc.....	2,334 07	.....	1,125 00	.....	156 66	288 10	.....	.....	8,402 35
Carberry, Interior Department (Marvin Bldg.).....	1,251 54	216 00	.....	.....	2,239 98	1,190 20	165 38	.....	216 00
Carman, post office.....	237 50	.....	866 00	24 30	476 85	277 12	.....	.....	1,881 77
Dauphin, post office, etc.....	571 25	.....	999 52	44 20	783 10	454 79	42 00	.....	5,167 32
Emerson, taxation office.....	.....	515 00	.....	.....	.....	.....	.....	.....	515 00
Emerson, immigration office (Alexandria Block).....	.....	.....	.....	.....	.....	.....	.....	.....	.....
" " post office, etc.....	15 50	360 00	.....	.....	996 97	.....	.....	.....	1,372 47
Gimli, post office.....	375 14	.....	675 00	121 78	202 35	180 67	.....	.....	2,198 73
Killarney, armoury.....	.....	140 00	.....	.....	.....	.....	.....	.....	140 00
Le Pas, lands office.....	225 00	.....	.....	.....	.....	.....	.....	.....	225 00
" " post office.....	600 00	.....	.....	.....	.....	.....	.....	.....	600 00
Melita, post office.....	900 00	.....	.....	.....	.....	.....	.....	.....	900 00
Minnedosa, post office, etc.....	297 00	.....	909 00	29 55	835 33	326 75	.....	.....	297 00
Morden, armoury.....	963 65	520 00	.....	.....	.....	.....	.....	.....	3,064 28
" " experimental farm.....	.....	.....	.....	.....	1,272 51	183 73	.....	.....	520 00
" " post office, etc.....	270 50	.....	761 68	10 00	665 90	221 22	.....	.....	3,626 24
Neepawa, post office, etc.....	292 92	.....	1,080 00	17 15	404 71	301 84	29 80	.....	1,929 30
Pilot Mound (Lisgar) Armoury.....	.....	120 00	.....	.....	.....	.....	.....	.....	1,126 42
Portage la Prairie, armoury, etc.....	604 60	.....	657 00	32 45	620 00	94 97	63 95	.....	120 00
" " post office.....	649 43	.....	930 00	87 05	1,173 95	1,083 82	65 85	.....	2,072 97
St. Boniface, post office.....	72 00	.....	715 00	34 42	613 59	105 22	46 02	.....	4,794 49
Selkirk, post office.....	350 90	.....	1,080 00	.....	630 70	84 78	92 95	.....	1,586 25
Shoal Lake, post office.....	.....	300 00	.....	.....	.....	.....	.....	.....	2,169 33
Souris, armoury.....	.....	525 00	.....	.....	.....	.....	.....	.....	2,300 00
" " post office, etc.....	27 95	.....	800 00	71 95	426 77	160 97	85 16	.....	525 00
Stonewall, post office.....	13 65	.....	500 00	16 55	235 75	59 33	.....	.....	1,572 80
Swan River, forestry office.....	135 11	593 33	.....	.....	.....	.....	.....	.....	825 28
Transcona, post office.....	.....	587 50	.....	.....	.....	.....	.....	.....	728 44
Transcona (North, grain inspection building).....	1,150 75	.....	.....	.....	.....	.....	.....	.....	587 50
Virden, post office, etc.....	138 50	.....	710 00	50 55	642 66	388 63	.....	.....	1,150 75
Winnipeg, custom house, etc.....	5,302 61	336 25	6,181 84	233 26	3,113 15	755 79	283 30	128 26	1,930 34
" " (old), lands office.....	77 30	2,887 50	.....	14 35	.....	.....	8 00	.....	16,334 46
" " "Deer Lodge" Military Hospital.....	.....	.....	.....	.....	.....	.....	.....	.....	99 65
" " Department Soldiers' Civil Re-establishment (Keewaydon Bldg.).....	2,887 50
Totals Manitoba.....	2,220 00	2,220 00

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Winnipeg, generally.....	227 77	5,023 18	236 60	2,190 28	8,277 83
Minor offices throughout the province.....	1,238 35	1 25	27 82	1,267 42
Manitoba, Dominion buildings generally.....	610 52	.....	.....	270 42	.....	.....	880 94
Totals, Manitoba.....	39,586 99	62,765 57	2,335 80	37,406 28	3,453 50	1,252 58	256,358 76
<i>Saskatchewan</i>							
Battleford, post office, etc.....	.....	.....	.....	.....	.....	.....	2,823 67
Estevan, armoury.....	816 88	480 00	71 04	717 92	488 38	86 23	1,302 65
“ post office, etc.....	1,150 23	.....	71 42	300 21	5 80	.....	2,700 17
Gravelbourg, post office, etc.....	420 80	.....	40 35	316 37	324 71	28 60	1,099 90
Humboldt, post office, etc.....	18 70	.....	63 45	779 74	112 38	27 00	2,416 57
Indian Head, experimental farm.....	2,953 83	.....	.....	1,193 00	469 68	210 00	5,126 56
“ forest nursery station.....	320 00	.....	.....	1,239 45	446 52	213 21	3,033 29
Kerrobert, armoury.....	1,264 44	375 00	.....	.....	39 20	170 20	375 00
Kindersley, armoury.....	300 00	.....	.....	.....	.....	.....	300 00
“ Department National Defence (Masonic Hall).....	450 00	.....	.....	.....	.....	.....	450 00
Lloydminster, post office, etc.....	129 75	875 00	25 50	490 75	419 08	.....	1,940 08
Maple Creek, post office, etc.....	32 52	237 45	55 77	393 25	137 40	34 00	1,547 66
Melfort, post office, etc.....	829 73	875 00	45 84	572 02	367 83	71 11	2,761 53
Moosejaw, Canadian Pacific Railway station, mail room.....	534 43	302 64	.....	.....	.....	.....	837 07
“ customs examining warehouse.....	1,710 50	.....	.....	.....	.....	.....	1,710 50
“ post office, etc.....	15,558 42	300 00	299 32	2,854 21	1,318 37	341 80	26,535 17
North Battleford, immigration building.....	701 25	1 00	.....	176 90	37 56	25 12	240 58
“ post office, etc.....	524 31	.....	128 89	740 10	364 37	31 04	2,699 71
North Portal, immigration building.....	235 56	1 00	.....	120 44	.....	.....	357 00
Prince Albert, immigration building.....	52 00	.....	.....	180 00	35 36	.....	267 36
“ post office, etc.....	4,456 63	.....	199 44	1,189 64	915 90	116 99	11,408 28
“ R.C.M.P. Barracks.....	1,439 92	.....	.....	.....	.....	.....	1,439 92
“ Soldiers' Settlement Board (Harphill Bldg.).....	800 84	2,600 00	.....	.....	.....	.....	3,400 84
Qu'Appelle, armoury.....	.....	520 00	.....	.....	.....	.....	520 00
Regina, Agriculture Department, etc. (McCallum Bldg.).....	0 81	200 00	.....	.....	4 52	.....	205 33
“ armoury (Old Creamery Bldg.).....	2,267 46	1,225 00	.....	.....	.....	.....	3,492 46
“ Assistant Receiver General's Office.....	.....	2,400 00	.....	.....	.....	.....	2,400 00
“ Department National Defence, Stables.....	1,166 28	7 94	104 05	865 81	508 74	55 65	4,732 62
“ Department Soldiers' Civil Re-establishment, Soldiers' Settlement Board, and weights and measures (G.W.V.A. Bldg.).....	.....	675 00	.....	.....	.....	183 58	675 00
“ Department Soldiers' Settlement Board and Taxation office (Veterans Block).....	1,899 18	8,717 50	.....	.....	12 67	.....	10,629 35
Totals, Saskatchewan.....	39,586 99	62,765 57	2,335 80	37,406 28	3,453 50	1,252 58	387 50

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Swift Current, armoury.....	350 46	3 27	930 00	427 50	0 60	1,281 00
" experimental farm.....	18 03	1,625 00	1,601 19
" lands office.....	.....	.....	56 95	2,250 00	.....	.....	.....	.....	.....	.....	1,651 21
" post office.....	.....	.....	.....	.....	.....	.....	18 90	.....	.....	.....	2,766 65
Wadena immigration building.....	.....	.....	.....	606 00	.....	.....	.....	.....	.....	.....	18 90
Weyburn, armoury.....	.....	.....	779 31	.....	.....	.....	.....	.....	.....	.....	606 09
" post office, etc.....	2,490 35	.....	1,391 76	.....	875 00	61 62	678 69	426 36	119 10	.....	5,430 43
Yorkton, post office, etc.....	.....	.....	.....	.....	825 00	91 60	698 22	677 76	75 85	.....	3,760 19
" taxation office ("Collcroft Bldg.).....	.....	.....	.....	900 00	192 00	.....	.....	.....	.....	.....	1,092 00
Minor offices throughout the province.....	930 77	.....	594 00	.....	.....	.....	.....	0 15	.....	.....	1,924 92
Saskatchewan, Dominion buildings generally.....	896 35	.....	1,769 31	.....	.....	.....	.....	1,203 76	.....	.....	3,871 42
Totals, Saskatchewan.....	47,963 83	22,787 60	73,842 82	23,184 86	1,815 30	21,997 58	12,600 56	2,224 17	1,572 48	207,989 20	
Alberta											
Athabaska, immigration building.....	.....	.....	16 00	15 00	.....	.....	122 20	.....	.....	.....	137 20
Banff, Department National Defence (garage).....	.....	.....	.....	600 00	780 00	31 65	109 54	205 86	15 00	.....	148 00
Bassano, post office, etc.....	.....	15 80	.....	.....	.....	.....	.....	.....	36 75	.....	615 00
Calgary, Assistant Receiver General's office.....	.....	1,013 01	19 50	1,120 64	4 05	297 50	234 33	27 41	.....	.....	1,179 60
" Canadian Pacific Railway Station, mail room.....	622 96	.....	.....	150 08	.....	.....	.....	.....	.....	37 80	810 84
" Col. Belcher's Military Hospital.....	3,996 17	384 96	10,800 00	.....	.....	.....	.....	.....	.....	.....	15,181 13
" customs examining warehouse.....	8,718 70	5,163 52	.....	7,856 40	72 75	3,011 11	890 73	635 19	1,866 32	28,214 72	28,214 72
" Department National Defence, stabling accommodation for Strathcona Horse, 9th Ave.....	.....	89 30	358 35	.....	.....	.....	.....	.....	.....	.....	447 65
" Department National Defence workshop 939, 7th Ave. West.....	71 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	71 10
" Department Soldiers' Civil Re-establishment, 225-227 Sixth Ave.....	.....	.....	100 00	.....	.....	.....	.....	.....	.....	.....	100 00
" Department Soldiers' Civil Re-establishment (Chapin Garage).....	.....	.....	1,387 80	.....	.....	.....	.....	.....	.....	.....	1,387 80
" Department Soldiers' Civil Re-establishment (Ramsay Bldg.).....	.....	.....	1,126 05	.....	.....	.....	.....	.....	.....	.....	1,126 95
" Forestry office (Dominion Bank Bldg.).....	.....	216 40	1,200 00	.....	.....	.....	.....	40 33	.....	.....	1,456 73
" Forestry office (McLean Bldg.).....	.....	528 01	1,200 00	.....	.....	.....	.....	.....	.....	.....	1,728 01
" immigration building.....	.....	595 01	10 00	1,870 64	28 30	699 79	117 27	203 50	198 24	3,722 84	3,722 84
" Interior Department (Thomas Bldg.), Topographical Survey.....	.....	0 80	1,745 40	.....	.....	.....	.....	13 04	.....	.....	1,759 24
" Irrigation and Lands Office (Blow Bldg.).....	1,344 36	28,858 13	1,062 00	32 67	414 22	31,711 38	31,711 38

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Prince Rupert, post office, etc. (Black Bldg.).....	413 42	47 20 33 00	8,175 00	960 00	72 25	1,342 90	11,010 77 33 00
" " quarantine station.....							
Revelstoke, fire rangers office and Interior Department (Canadian Bank of Commerce).....							
Rossland, post office, etc.....		1,673 23	999 13	765 00	64 45	381 43	999 13
Salmon Arm, armoury.....			250 00				3,862 98
Shawadans Bay, fisheries office.....			18 75				250 00
Sidney, experimental farm.....	2,740 20						18 75
Summerland, experimental farm.....	6,755 70						3,862 34
Swanson Bay, fisheries office.....			79 34				7,283 93
Union Bay, post office.....		16 20		240 00	8 25	146 97	79 34
Vancouver, armoury 1255 Pender St. West 804	725 00		1,050 00				608 51
" " Canadian Pacific Railway baggage room.....			3,000 00				1,050 00
" " Department National Defence (Horse Show Bldg.).....			988 79				3,725 00
" " Department National Defence 520 Granville St.....			4,550 00				988 79
" " Department National Defence 1117 Seaton and Howe Sts.....			180 00				4,550 00
" " Department National Defence Beatty and Dunsuir Sts.....			1,950 00				180 00
" " Department National Defence recreation grounds.....			4,939 18				1,950 00
" " Department Soldiers' Civil Re-Establishment, 780 Beatty St.....			300 00				4,939 18
" " Department Soldiers' Civil Re-Establishment, dredging office, etc., (Duncan Bldg.).....			1,800 00				300 00
" " Drill Hall, local improvements examining warehouse.....	3,368 90	854 41	16,733 86			72 20	1,800 00
" " fisheries office (Molson's Bank Bldg.).....		1,552 95	5 35	8,417 69	491 07	558 50	17,660 47
" " geological survey (Pacific Bldg.).....		430 39	3,580 00			39 83	3,368 90
" " grain commissioners (Metropolitan Bldg.).....			2,268 75			7 84	13,629 81
" " immigration detention building.....			240 00				4,050 22
" " Indian Affairs (Holden Block Bldg.).....							2,276 59
" " Marine and Fisheries (Empire Bldg.).....							240 00
" " old post office (Assay office).....			540 00				8,656 84
" " post office, etc.....			45 60				1,331 32
" " postal station "A" (C. P. R.).....			2,625 00				562 92
" " postal station "B" (Orange Hall Bldg.).....			5,250 00				5,389 26
							41,865 54
							2,791 57
							7,983 33

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AMOUNTS expended by the Department of Public Works of Canada during the fiscal year ended March 31, 1924.—*Continued*

PUBLIC BUILDINGS	Construction and Improvements	Repairs and Furniture	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Yukon Territory</i>				
Heating, lighting, water, etc., for all buildings in Yukon Territory.....			26,999 61	26,999 61
Total, Yukon Territory.....			26,999 61	26,999 61
<i>Generally</i>				
Flags for Dominion public buildings.....			3,874 29	3,874 29
High Commissioner's office, London, England—Change of premises.....	16,099 06			16,099 06
Immigration offices, outside of Canada.....		237 60		237 60
Post Office fittings and supplies, Stock sorted at Toronto for distribution throughout the provinces	5,853 61			5,853 61
Printing, stationery, instruments, travelling, etc.....			16,992 78	16,992 78
Salaries of resident clerks of works, etc.....			69,142 35	69,142 35
Totals, Generally.....	21,952 67	237 60	90,009 42	112,199 69

AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Nova Scotia—</i>					
Abbot's Harbour, breakwater exten- sion.....		1,350 32			1,350 32
Abercrombie wharf.....			72 50		72 50
Advocate wharf.....			1,995 74		1,995 74
Albert Bridge, wharf.....			339 14		339 14
Anderson's Cove, breakwater.....			597 81		597 81
Annapolis Royal, wharf.....			1,068 31		1,068 31
Antigonish Landing, wharf.....			199 99		199 99
Arcadie (Yarmouth Co.), wharf.....			297 39		297 39
Arichat Cape Auget.....	939 44				939 44
Arisaig, wharf.....			499 51		499 51
Baddeck, wharf.....			451 33		451 33
Bailey's Brook, wharf.....			244 82		244 82
Baker's Point, wharf.....			387 74		387 74
Barachois, Western breakwater.....		590 20			590 20
Barrington Cove, Sydney Mines, wharf			4,626 89		4,626 89
Barrington Passage, wharf.....			1,632 97		1,632 97
Bass River, improvements.....		341 50			341 50
Battery Point, breakwater extension..		8,227 83			8,227 83
Bayfield, wharf.....			1,528 17		1,528 17
Bay St. Lawrence, breakwater.....			499 78		499 78
Bear Cove, breakwater.....			50 00		50 00
Bear River, rebuilding warping piers..		7,313 68			7,313 68
Beaver River (Digby Co.), breakwater			202 08		202 08
Benoit's Cove, skidway.....	198 00	202 24			400 24
Big Bras d'Or, wharf.....		1,999 77			1,999 77
Big Harbour, wharf.....		699 61			699 61
Big Lorraine, channel.....	9,702 31				9,702 31
Black Point, breakwater.....			151 40		151 40
Black Rock (Colchester Co.), wharf..		477 09			477 09
Briton's Cove, breakwater.....			447 25		447 25
Broad Cove Marsh, breakwater-wharf		12 86			12 86
Brooklyn, breakwater.....			80 00		80 00
Burk's Head, breakwater.....			49 78		49 78
Burlington Centre, wharf.....		7,480 14			7,480 14
Canada Creek, breakwater.....		1,300 00			1,300 00
Canning.....	30 00				30 00
Canso, wharf.....	9,839 00	7,857 50			17,696 50
Cape Rouge, breakwater.....			175 73		175 73
Cape St. Mary's, breakwater.....			2,784 45		2,784 45
Caribou Island, breakwater.....		5,094 50			5,094 50
Centreville (Cape Sable Island), wharf	878 97		451 61		1,330 58
Chapel Cove (West L'Ardoise), break- water extension.....		5,284 40			5,284 40
Chebogue Town Point (Yarmouth Co.), wharf.....			249 50		249 50
Cheverie, breakwater.....			311 62		311 62
Cheverie, wharf.....			749 35		749 35
Chezzetcook (Head of), wharf.....			900 05		900 05
Chimney Corner, wharf.....		11,885 39			11,885 39
Chris Cove, breakwater.....		487 63			487 63
Comeau's Cove, breakwater.....			49 23		49 23
Comeau's Hill.....	299 09				299 09
Comeauville.....	802 10				802 10
Creignish, wharf.....			49 99		49 99
Cribbin's Point, wharf.....			899 62		899 62
Croft's Cove, wharf.....			50 65		50 65
Culloden, breakwater.....		3,593 16			3,593 16
Cunningham's Point, wharf.....			801 06		801 06
Dartmouth, pier.....		22,827 04			22,827 04
Dartmouth, sea plane station.....			101 94		101 94
D'Escousse, wharf.....			2,992 87		2,992 87
Devil's Island, breakwater.....		9,118 63	1,200 00		10,318 63
Digby pier, renewals.....			2,923 79		2,923 79
Digby, dredging.....	11,282 22				11,282 22

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AMOUNTS Expended by the Department of Public Works of Canada during the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>Nova Scotia—Continued</i>					
Dunn's Lake, wharf approach.....			50 25		50 25
Eastern Harbour improvements.....		6,404 00			6,404 00
East River, lock.....			4,036 35		4,036 35
East Sandy Cove, wharf.....		8,127 82			8,127 82
Englishtown, wharf.....			577 92		577 92
Feltzen South, wharf.....	959 85		15 50		975 35
Five Islands, wharf extension.....		4,996 37			4,996 37
Freeport, breakwater.....			373 15		373 15
French Village, wharf.....	99 75		17 35		117 10
Friar's Head, breakwater.....		4,286 50			4,286 50
Fruid's Point, wharf.....			2,406 75		2,406 75
Gabarus, breakwater.....		599 80	698 45		1,298 25
Gillis Point, wharf.....			1,100 13		1,100 13
Grand Desert (Halifax Co.), beach protection works.....		810 91			810 91
Grand Etang, harbour works.....			81 72		81 72
Grand Narrows, wharf extension.....		76 19			76 19
Granville Centre (Annapolis Co.), wharf.....			340 50		340 50
Great Village (Colchester Co.), wharf			121 50		121 50
Green Cove.....	498 89				498 89
Gunning Cove (Shelburne Co.), wharf.			744 30		744 30
Half Island Cove, breakwater.....		5,825 92			5,825 92
Halifax—Lawlor's Island—Quarantine Station, wharf.....			208 00	391 70	599 70
Hall's Harbour, sluiceways.....			247 10		247 10
Hampton, breakwater.....			8,445 29		8,445 29
Harbourville, breakwater.....			151 96		151 96
Haulover, channel protection walls.....			3,765 57		3,765 57
Head East Bay, wharf.....			536 39		536 39
Indian Harbour (Halifax Co.), wharf..			32 50		32 50
Inverness Harbour.....	4,802 32				4,802 32
Inverness piers.....	5,856 18		4,553 49		10,409 67
Iona, breakwater.....			323 11		323 11
Iona, wharf.....			431 79		431 79
Isaac's Harbour, wharf.....		100 03			100 03
Jamesville (Great Bras d'Or Lake), wharf.....		179 90			179 90
Joggins, breakwater.....			2,992 71		2,992 71
Jordan Bay.....	1,751 86				1,751 86
Judique (Baxter's), wharf.....			403 83		403 83
Kingsport, wharf.....			585 67		585 67
La Have.....	11,749 49				11,749 49
L'Ardoise Beach (Richmond Co.), breakwater.....			100 34		100 34
L'Archevêque (Richmond Co.), chan- nel.....	4,483 95				4,483 95
Leitche's Creek, wharf.....			1,355 62		1,355 62
Liscomb, wharf.....			750 13		750 13
Litchfield, breakwater.....			200 66		200 66
Little Anse, breakwater.....		3,234 60			3,234 60
Little Bras d'Or, breakwater.....			1,154 43		1,154 43
Little Brook (Digby Co.), breakwater			523 19		523 19
Little Harbour (Richmond Co.), breakwater.....		1,960 54			1,960 54
Little Harbour (Shelburne Co.), break- water.....			1,495 61		1,495 61
Little Narrows North, wharf.....			509 14		509 14
Little Narrows South, wharf.....			43 25		43 25
Little Tancook (Lunenburg Co.), breakwater.....			88 03		88 03
Livingstone's Cove, wharf.....			1,000 06		1,000 06
Lockeport, wharf.....		5,796 63			5,796 63
Lunenburg, dredging.....	38,070 95				38,070 95
Malagash, breakwater.....	59 27		72 60		131 87

AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Nova Scotia—Continued</i>					
Malignant Cove, wharf.....			388 64		388 64
Margaree Harbour, breakwaters.....			6,858 16		6,858 16
Margaree Island, breakwaters.....			469 62		469 62
Margaretville, breakwater.....			2,376 54		2,376 54
Marion Bridge, wharf.....			500 24		500 24
McNair's Cove, breakwater.....			1,247 33		1,247 33
Meat Cove, wharf.....			400 27		400 27
Middle Country Harbour, wharf.....			896 13		896 13
Meteghan River, south breakwater.....			240 04		240 04
Meteghan, breakwater.....			200 00		200 00
Meteghan, wharf extension.....		56 28			56 28
Mill Creek, wharf.....			249 39		249 39
Mill Cove, breakwater.....		78 95	493 48		572 43
Minasville, wharf.....	559 77		681 65		1,241 42
Moussilier's Passage (Richmond Co.).....	11,156 60				11,156 60
Moose Harbour, breakwater.....		897 16			897 16
Mulgrave, wharf.....	439 24		499 90		939 14
Neil's Harbour, breakwater.....			518 50		518 50
Newellton, wharf.....			175 03		175 03
New Glasgow, wharf.....			1,086 92		1,086 92
New Haven, breakwater.....			490 40		490 40
Noel, wharf.....			257 95		257 95
North Gut (St. Ann's), wharf.....			611 89		611 89
North Ingonish (McLeod's Point), breakwater.....		142 83			142 83
North River, wharf.....			3,000 35		3,000 35
North Sydney, ballast grounds, pile extension.....		419 18			419 18
North Sydney, breakwater and dredg- ing.....	12,057 17		2,908 00		14,965 17
Nyanza, wharf.....			1,007 51		1,007 51
Ogdens Pond, wharf.....			402 13		402 13
Ogilvie's, wharf.....			449 17		449 17
Osborne, wharf.....	700 35				700 35
Ostrea Lake, wharf.....			1,754 16		1,754 16
Parker's Cove, wharf.....			487 44		487 44
Parrsboro, breakwater.....			2,354 35		2,354 35
Pembroke, wharf extension.....		2,499 86			2,499 86
Pereaux, wharf.....			787 20		787 20
Petit de Grat.....	2,430 45				2,430 45
Phinney's Cove, breakwater.....			400 27		400 27
Pictou, Canadian National Railway wharf.....	15,156 02				15,156 02
Pictou Island, wharf.....			997 37		997 37
Pictou, Acadia Coal Co.'s wharf.....	13,162 02				13,162 02
Pictou Bar.....	101,259 21				101,259 21
Pictou Light Beach, protection works.....		2,252 64			2,252 64
Pictou Market wharf.....			380 86		380 86
Piper's Cove, wharf.....			1,104 15		1,104 15
Pleasant Bay (Inverness Co.), skid- way.....		1,199 50			1,199 50
Pleasant Bay (Inverness Co.), wharf approach.....			498 92		498 92
Point Aconi, breakwater.....		39 55			39 55
Port Beckerton, wharf.....			1,882 64		1,882 64
Port George (Annapolis Co.), break- water.....			384 87		384 87
Port Greville, protection works.....			2,979 83		2,979 83
Port Greville, breakwater.....		6,786 90			6,786 90
Port Greville, wharf.....			2,141 46		2,141 46
Port Hawkesbury, wharf.....	13,206 38		297 41		13,503 79
Port Hood, wharf.....	10,805 21		9,087 60		19,892 81
Port Joli, wharf.....		799 88			799 88
Port Latour, breakwater reconstrn.....		6,916 64			6,916 64
Port Lorne, breakwater extension.....		70 26			70 26

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AMOUNTS Expended by the Department of Public Works of Canada during the Fiscal Year ended March 31, 1924—Continued

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>Nova Scotia—Continued.</i>					
Port Medway, beach protection.....		499 98			499 98
Portuguese Cove, breakwater.....		10 50			10 50
Port Wade, wharf.....			498 47		498 47
Pugwash, wharf.....			4,208 24		4,208 24
Red Island, breakwater.....			4,430 42		4,430 42
River John, wharf.....			231 19		231 19
Riverport, revetment wall, etc.....	41,258 93	17,408 15			58,667 08
Romkey's Beach (Lunenburg Co.), crib protection.....		528 82			528 82
Rose Bay (Lunenburg Co.).....	4,779 97				4,779 97
Round Hill, wharf.....			1,711 93		1,711 93
St. Croix River.....	106 15				106 15
St. Francis Harbour, breakwater.....		71 15			71 15
St. Joseph du Moine (Inverness Co.).....	76 00				76 00
St. Mary's River.....	1 40				1 40
Salmon River, wharf reconstruction.....	149 50	1,299 90			1,449 40
Sanford—retaining wall.....		1,804 53			1,804 53
Saw Pit (Lunenburg) wharf.....			167 47		167 47
Saulnierville, breakwater.....		103 10			103 10
Scotch Cove (White Point), breakwater.....			2,791 73		2,791 73
Scott's Bay, north breakwater.....		7,695 29			7,695 29
Seaforth (Halifax Co.), breakwater.....			799 91		799 91
Shad Bay, wharf.....			1,492 45		1,492 45
Sheet Harbour West, rebuilding wharf.....		3,044 04			3,044 04
Sheet Harbour Passage, wharf.....			880 10		880 10
Shelburne, wharf.....			4,478 39		4,478 39
Short Beach, breakwater.....			245 69		245 69
Skinner's Cove, channel piers.....			72 50		72 50
Smiley's Point, breakwater.....			1,549 54		1,549 54
Smith's Cove, breakwater extension.....	4,450 93	2,600 00			7,050 93
Sonora, purchase and rebuilding of wharf.....		5,091 47			5,091 47
Soldier's Cove (Richmond Co.), wharf approach.....			101 10		101 10
South Ingonish, breakwater.....			500 11		500 11
South Lake, breakwater.....		401 09			401 09
Sperry's Cove (Lunenburg Co.).....	1,348 75				1,348 75
Stony Island (Shelburne Co.), breakwater.....			740 66		740 66
Summerville, wharf.....			4,636 47		4,636 47
Sydney South Bar Beach, protection works.....		999 65			999 65
Sydney, pier.....	21,310 60				21,310 60
Sydney, wharves.....	8,886 98				8,886 98
Tenacepe, wharf.....	489 75		599 74		1,089 49
Terrance Bay, wharf.....			492 78		492 78
Three Fathom Harbour, shore protection.....			1,350 12		1,350 12
Tiverton, breakwater extension.....		74 72			74 72
Toney River, wharf.....			574 79		574 79
Trout Cove, breakwater.....	97 39		37 90		135 29
Turner's Island, wharf.....			1,459 09		1,459 09
Upper Port Latour, wharf.....			649 55		649 55
Victoria Bridge, wharf.....			285 66		285 66
Wallace, wharf.....			576 14		576 14
Walton, wharf.....			567 68		567 68
Watt Settlement, wharf.....			2,148 80		2,148 80
Wedgeport, wharf.....			1,904 02		1,904 02
West Arichat, wharf.....			900 00		900 00
West Baccaro, breakwater.....		3,800 13			3,800 13
West Berlin, breakwater.....			699 89		699 89
Westport, breakwater.....			126 97		126 97
West Pubnico, wharf.....			498 61		498 61
White Head, wharf.....			590 05		590 05

AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>Nova Scotia</i> —Concluded.					
Whycomomagh, wharf (Warehouse).....			251 00		251 00
Windsor, wharf.....	4,846 64	19,031 96			23,878 60
Wolfville, wharf.....	1 40		299 74		301 14
Yarmouth Bar, improvements.....		3,999 50			3,999 50
Yarmouth Harbour, dredging.....	90,766 74				90,766 74
Generally.....				3,672 52	3,672 52
Totals, Nova Scotia.....	461,807 19	229,166 31	166,145 07	4,064 22	861,182 79
<i>Prince Edward Island</i> —					
Bay Fortune, wharf approach.....			844 75		844 75
Beach Point, wharf.....		185 63			185 63
Belle River, south breakwater exten- sion.....		41 73			41 73
Belle River, north breakwater.....			175 17		175 17
Brudenell, wharf.....	4,552 49				4,552 49
Cape Traverse, wharf.....			1,848 87		1,848 87
Charlottetown, ferry wharf.....	1,440 34				1,440 34
Charlottetown, Connely's wharf.....	7,844 68				7,844 68
China Point, wharf.....			639 71		639 71
Georgetown, Queen's wharf.....	6,841 59		263 39		7,104 98
Georgetown, Canadian Northern Rail- way wharf reconstruction.....		11,902 68			11,902 68
Graham's Pond, breakwater.....			1,783 51		1,783 51
Grand River South (Prince Co.), wharf.....			561 10		561 10
Haggerty's wharf.....			1,228 32		1,228 32
Hickey's wharf.....			1,057 39		1,057 39
Hurd's Point, wharf.....			691 02		691 02
Kier's Shore, wharf.....			1,468 34		1,468 34
Lambert's pier (Montague).....			160 57		160 57
McPherson's Cove (King's Co.), wharf.....			346 16		346 16
Miminingash Harbour, breakwater.....		2,858 86			2,858 86
Montague Harbour.....	22,922 49				22,922 49
Mount Stewart, wharf.....	29,994 72		1,013 20		31,007 92
Murray River, Beck's wharf.....	1,183 13				1,183 13
New Port (North Cardigan), pier.....			175 21		175 21
North River, wharf.....			618 21		618 21
Panmure Island.....	8,564 86				8,564 86
Rustico South (Oyster Bed Bridge), wharf.....		3,179 51			3,179 51
Savage Harbour.....	1,848 07				1,848 07
Southport, wharf.....			2,908 02		2,908 02
Sturgeon, wharf.....			135 00		135 00
Tignish Harbour, breakwater.....			2,607 36		2,607 36
Victoria (Crapaud), wharf.....			238 13		238 13
West Point, wharf.....			144 44		144 44
Generally.....				687 03	687 03
Totals, Prince Edward Island.....	\$85,192 37	\$18,168 41	\$18,907 87	\$687 03	\$122,955 68
<i>New Brunswick</i> —					
Albert, wharf (Shepody river).....			154 00		154 00
Back Bay wharf (Charlotte Co.).....			247 46		247 46
Bathurst Harbour.....	10,101 33				10,101 33
Bayside (Charlotte Co.), wharf.....			552 85		552 85
Beaver Harbour (Charlotte Co), wharf.....	1,055 56		186 89		1,242 45
Belyea's Cove (Webster's Cove), wharf.....			914 86		914 86
Black's Harbour, floating slip.....		809 66	90 52		900 18
Burnt Church, wharf.....			15 00		15 00
Buctouche.....	5 25				5 25
Burton Court House, wharf.....			70 31		70 31
Campbellton, deep water wharf.....	5,028 14		443 97		5,472 11
Cape Bald, breakwater.....			6,699 83		6,699 83

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AMOUNTS Expended by the Department of Public Works of Canada during the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>New Brunswick—Continued</i>					
Caraquet, wharf.....			595 21		595 21
Caraquet, Young's wharf.....		40 42			40 42
Carter's Point (King's Co.), wharf.....			95 73		95 73
Chase's Point (See Gunter's).....					
Chatham, C.N.R. wharf.....	1,567 40				1,567 40
Chatham, Fraser's Pulp Mill, wharf.....	2,507 84				2,507 84
Chipinan (Queen's Co.), wharf.....			520 88		520 88
Chockfish, breakwater.....			411 61		411 61
Chocolate Cove, wharf.....	166 60		63 37		229 97
Cocagne Cape (Kent Co.), wharf.....		1,521 11			1,521 11
Cocagne Church wharf.....			15 98		15 98
Cumming's Cove, wharf.....			1,829 74		1,829 74
Curry's Cove (Charlotte Co.).....	4,155 85				4,155 85
Dalhousie, deep water wharf.....			287 96		287 96
Dalhousie, ferry wharf.....			1,651 78		1,651 78
Durham, wharf (Restigouche Co.).....			491 37		491 37
Earle's Landing (Kings Co.), wharf.....			155 30		155 30
Fairhaven (Deer Island), wharf.....			623 89		623 89
Gagetown, wharf.....			512 75		512 75
Grand Harbour, Ingall's wharf.....		3,565 96			3,565 96
Grandigue (Kent Co.), wharf.....			30 53		30 53
Great Salmon River, breakwater.....		7,097 76			7,097 76
Gerow's (Queen's Co.), wharf.....			204 50		204 50
Glenwood (King's Co.), wharf.....			296 92		296 92
Gunter's wharf (or Chase's Point).....			4 32		4 32
Hampstead (Queen's Co.), wharf.....			560 26		560 26
Heron Island (Restigouche Co.), wharf.....			371 65		371 65
Hatfield's Point, wharf.....			27 32		27 32
Heustis Landing (Queen's Co.), wharf.....			243 97		243 97
Inkerman (Gloucester Co.), wharf.....		2,217 39			2,217 39
Kenebecasis River, ferry landings.....			278 25		278 25
Lameque, wharf.....	2,793 87		6,051 68		8,845 55
Leonardville, wharf.....	19 09		870 87		889 96
L'Etang (Charlotte Co.), wharf.....			560 13		560 13
L'Etete (Charlotte Co.), wharf.....			501 83		501 83
Little Aldouane (Kent Co.), wharf.....			34 93		34 93
Loggieville, wharf.....	7,659 31		29 50		7,688 81
Long Point (King's Co.), wharf.....			55 50		55 50
Lord's Cove, wharf.....			1,307 14		1,307 14
Main River (Kent Co.), wharf.....			47 00		47 00
Millerton (Northumberland Co.), wharf.....		400 02			400 02
Mills' Point, wharf.....			60 42		60 42
Miramichi River—Grandoon Flats.....	17,084 22				17,084 22
Miscou, wharf.....			2,344 91		2,344 91
Nelson, Sullivan's wharf.....	8,189 65				8,189 65
Newcastle.....	9,313 43				9,313 43
New Mills, Benjamin River, wharf.....			655 52		655 52
North Head (Grand Manan Island)—breakwater-wharf.....			278 26		278 26
Oak Point (Northumberland Co.), wharf.....			1,964 52		1,964 52
Oromocto, wharf (Sunbury Co.).....			26 15		26 15
Petit Rocher, breakwater.....			4,012 31		4,012 31
Portage River, breakwater.....			601 52		601 52
Renforth (King's Co.), wharf.....			67 50		67 50
Rexton (Kent Co.), wharf.....			465 15		465 15
Richardson (Charlotte Co.), wharf.....			64 09		64 09
Richibucto Cape, breakwater.....	1,958 76		571 10		2,529 86
River St. John, snagging from Fredericton to Gagetown canal.....	100 00				100 00
Robichaud's "Savoy's" Landing wharf.....		26 90			26 90
St. Andrews, wharf.....	2,905 71		645 24		3,550 95
St. George, wharf (shed), etc.....		459 90			459 90

AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>New Brunswick—Concluded</i>					
St. John, harbour improvements—					
Courtenay Bay.....		597,921 95			597,921 95
Dry Dock subsidy.....				198,459 46	198,459 46
Fort Dufferin, breastworks.....			12,336 22		12,336 22
Negro Point, breakwater.....				732 00	732 00
Partridge Island, pipe line.....			3,145 08		3,145 08
West, piers, sheds and dredging.....	18,424 35	30,573 63	36,198 58		85,196 56
St. Mary's, wharf.....			304 73		304 73
St. Nicholas River, wharf.....			1,234 02		1,234 02
St. Nicholas River, South Branch.....	2,037 41				2,037 41
St. Stephen, wharf.....			744 45		744 45
Sand Point (King's Co.), wharf.....			61 92		61 92
Scotchtown, wharf.....			43 50		43 50
Seal Cove, breakwater.....		604 76			604 76
Shediac, wharf.....	237 50		23 06		260 56
Shippigan Gully, breakwaters.....			1,043 20		1,043 20
Shippigan Harbour, Improvements.....	24,561 13	4,548 62			29,109 75
Tabucintac, wharf.....			109 20		109 20
Tynemouth Creek, breakwater.....			505 63		505 63
Tracadie, breakwater.....			453 51		453 51
Village Bay, wharf.....		3,516 86			3,516 86
Webster's Cove (See Belyea's Cove)—					
Welchpool, wharf.....			38 14		38 14
Westfield, wharf (King's Co.).....			459 05		459 05
White's Bluff, wharf.....			129 29		129 29
Wickham (Queen's Co.), wharf.....		3,226 54			3,226 54
Wilson's Beach, breakwater-wharf.....	2,766 46		20 50		2,786 96
Willmot's wharf (Sunbury Co.).....			147 56		147 56
Generally.....				1,240 77	1,240 77
Totals, New Brunswick.....	122,638 86	656,531 48	96,861 89	200,432 23	1,076,464 46
<i>Quebec—</i>					
Amherst, see Point Shea—					
Anse à Fougère (Gaspé).....	101 93				101 93
Anse à l'Eau (See Tadoussac), wharf.....					
Anse à Valteau (Gaspé Co.).....	578 64				578 64
Anse aux Gascons, wharf.....			350 14		350 14
Anse à Giles, wharf.....			807 47		807 47
Anse aux Griffons, wharf.....		1,275 42			1,275 42
Anse à la Barbe, breakwater.....		1,347 84			1,347 84
Anse Blanche (Gaspé Co.).....	500 00				500 00
Anse St. Jean, wharf.....			163 15		163 15
Aylmer, wharf.....			562 97		562 97
Bagotville (St. Alphonse), wharf.....		8,693 80			8,693 80
Baie St. Paul, wharf.....		640 82			640 82
Barachois de Malbaie, wharf.....			20 00		20 00
Batiscan, wharf.....	5,782 50	1,020 64			6,803 14
Beaulac (See Garthby)					
Beaupré, wharf.....			1,884 03		1,884 03
Beauport, wharf.....			2,817 57		2,817 57
Beloeil, protection piers, etc.....			608 47		608 47
Beloeil Village, wharf.....			631 08		631 08
Bersimis, wharf.....			7,935 11		7,935 11
Berthier en bas, wharf.....	5,478 12		214 51		5,692 63
Berthierville, wharf.....	7,915 09	6,096 15			14,011 24
Bie, wharf.....		9,910 32			9,910 32
Boischatel, wharf.....		2,506 30			2,506 30
Bonaventure protection works.....		2,121 30			2,121 30
Bonaventure River, breakwater wharf.....			3,800 17		3,800 17
Brewer's Landing (River du Lièvre) float.....			25 00		25 00
Bromptonville, protection works.....		6,352 35			6,352 35
Bryant's Landing, wharf.....		2,704 90			2,704 90
Buckingham, landing float.....			162 51		162 51

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AMOUNTS Expended by the Department of Public Works of Canada during the Fiscal Year ended March 31, 1924—Continued

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
Quebec—Continued					
Cabano, wharf.....		10,059 28			10,059 28
Cacouna East, wharf.....			100 27		100 27
Cacouna, wharf.....			1,507 93		1,507 93
Cannes de Roches, breakwater extension.....		969 84			969 84
Cap à la Baleine (Matane Co.).....	499 95				499 95
Cap à l'Aigle, wharf.....		817 55			817 55
Cap Chat, wharf.....		111 98	1,161 45		1,273 43
Cap de la Madeleine, wharf.....			3,440 31		3,440 31
Cap des Rosiers.....	951 74				951 74
Cap St. Ignace, wharf.....			2,534 93		2,534 93
Cap Santé, wharf.....			377 30		377 30
Carleton, wharf.....			1,965 29		1,965 29
Carleton, protection works.....		202 54			202 54
Caughnawaga, wharf.....	10,526 85		881 93		11,408 78
Champlain, wharf.....			138 33		138 33
Chateau Richer, wharf.....			3,348 01		3,348 01
Chicoutimi Basin, wharf.....			6,132 25		6,132 25
Chicoutimi, wharf.....			29,277 50		29,277 50
Choisy. (See Graham).					
Chlorydormes (Gaspé).....	600 19				600 19
Contrecoeur, wharf.....	13,221 62	5,499 81	111 56		18,832 99
Coteau du Lac, wharf.....		2,394 91			2,394 91
Côte Ste. Catherine, wharf.....			70 94		70 94
Cross Point, wharf.....			2,907 24		2,907 24
Descente des Femmes, wharf.....			2,634 78		2,634 78
Desjardins, wharf.....			760 11		760 11
D'Israeli, wharf.....			159 98		159 98
Dodd's Landing (River du Lièvre), float.....			10 00		10 00
Donnacona (Quebec West).....	116 50				116 50
Dorval, wharf.....			18 84		18 84
Douglstown, wharf.....			1,259 34		1,259 34
East Templeton, wharf.....			1,415 01		1,415 01
Echourie.....	164 91				164 91
Fabre, wharf.....			598 09		598 09
Fassett, wharf.....			2,015 98		2,015 98
Father Point, wharf.....		4,039 16			4,039 16
Fort William (River Ottawa), wharf.....			948 36		948 36
Fox River (Rivière aux Renards), wharf.....			1,916 91		1,916 91
Fox River, roadway.....			833 23		833 23
Fox River, removal of boulders.....	748 39				748 39
Garthby (Beaulac) wharf.....			142 42		142 42
Gaspé Basin, wharf.....		5,404 73	203 60		5,608 33
Gaspé, deep water wharf.....			964 41		964 41
Georgeville, wharf.....		2,232 26			2,232 26
Graham (Choisy), wharf.....			405 63		405 63
Glen Almond (River du Lièvre), float.....			25 00		25 00
Grand Anse (Gaspé).....	335 68				335 68
Grande Entrée, Magdalen Islands, breakwater.....		1,363 65	10 00		1,373 65
Grande Grève (Gaspé Co.).....	500 00				500 00
Grande Rivière de Beaufré. (See Beaufré.)					
Grande Rivière (Gaspé), protection works.....			318 52		318 52
Grande Rivière (Gaspé), wharf extension.....		28,665 39			28,665 39
Grand Mechins, wharf.....			1,364 14		1,364 14
Grande Vallée.....	515 86				515 86
Grindstone, Magdalen Islands, protection works, etc.....		1,846 75			1,846 75
Grondines, wharf.....		14,819 75	16 00		14,835 75

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AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>Quebec—Continued.</i>					
Grosse Isle, Quarantine Station, East wharf.....	660 00		720 89		1,380 89
Grosse Isle, Quarantine Station, East wharf—settlement of claim of Messrs. Methot & Fournier.....		2,700 00			2,700 00
Grosse Isle Quarantine Station, West wharf.....			1,133 24		1,133 24
Grosse Roche, wharf.....			3,016 91		3,016 91
Harricaw River.....	15,155 20				15,155 20
Harrington wharf.....			185 57		185 57
Hopetown (Bonaventure), wharf approach.....		300 03			300 03
House Harbour (Havre aux Maisons) Magdalen Islands wharf.....			150 35		150 35
Hudson, wharf.....			71 50		71 50
Hull, wharf.....		764 53			764 53
Hull, Eddy's sulphite wharf.....	1,630 09				1,630 09
Iberville, T. Choquette's claim.....		52 65			52 65
Iberville, wharf.....	1,379 30		850 00		2,229 30
Ile aux Coudres, wharf.....			444 47		444 47
Ile aux Grues (Crane Island), wharf.....			2,921 89		2,921 89
Ile Perrot (North), wharf.....		617 27		30 00	647 27
Ile Perrot (South), wharf.....	1,861 71				1,861 71
Ile Verte, Rivière du Petit Sault.....	1,200 04				1,200 04
Isle Verte (Village) wharf.....			4,505 51		4,505 51
Isle Verte Michaud's wharf.....			350 08		350 08
Isle Verte, Notre Dame Des Sept Dou- leurs.....			198 77		198 77
Isle Verte, Rivière Girard wharf.....			882 65		882 65
Jersey Cove.....	602 09				602 09
Kamouraska wharf (down stream).....			69 80		69 80
Kamouraska wharf (up stream).....			109 50		109 50
Knowlton's Landing, wharf (shed).....		408 31			408 31
Lachine, Canadian National Railway wharf.....		931 06			931 06
Lachine, ferry wharf.....	31 35				31 35
Lacolle, wharf. (See Noyan).					
La Malbaie (St. Etienne), wharf.....		6,345 87			6,345 87
Lanoraie, wharf.....		5,499 45	124 18		5,623 63
Laprairie, retaining wall.....	998 11		534 36		1,532 47
Lauzon "Champlain" dry dock.....		40,772 22		69,884 58	110,656 80
Lauzon "Lorne" dry dock.....				50,241 28	50,241 28
Lavaltrie, wharf.....		2,351 82	55 33		2,407 15
Les Eboulements, wharf.....			1,187 37		1,187 37
Les Ecoureils, wharf.....			299 75		299 75
Les Grandes Bergeronnes, wharf.....			327 00		327 00
L'Islet, wharf.....			23,686 24		23,686 24
Longueuil.....	2,789 96				2,789 96
Lotbiniere, wharf.....		339 97	45 00		384 97
Macamik, wharf.....		3,496 13			3,496 13
Magog, wharf.....			535 79		535 79
Maguasha, wharf.....			476 87		476 87
Maria, wharf.....			2,220 97		2,220 97
Masson, wharf.....			195 50		195 50
Matane, harbour improvements.....		28,993 56			28,993 56
Mekinac, wharf and freight shed.....		3,440 00			3,440 00
Mille Vaches, wharf.....			2,383 03		2,383 03
Montebello, wharf.....			866 56		866 56
Montmagny, wharfs.....			1,264 47		1,264 47
Moose Bay, wharf.....			96 92		96 92
Montreal, floating dock (subsidy).....				105,000 00	105,000 00
Murray Bay. (See La Malbaie).					
Natashquan, wharf.....			252 27		252 27
New Carlisle, west breakwater.....		2,000 86			2,000 86
New Carlisle, wharf.....			1,153 93		1,153 93

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AMOUNTS Expended by the Department of Public Works of Canada during the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Quebec—Continued.</i>					
Newport, wharf.....			709 80		709 80
Nicolet (Lower), wharf, etc.....			337 45		337 45
Nominique, wharf (Bay Richard).....			449 22		449 22
Norway Bay (Ottawa River), wharf.....			998 35		998 35
Notre Dame de la Salette, wharf.....		2,300 61			2,300 61
Noyan (Lacolle), wharf.....	21 00		2,782 44		2,803 44
Papineauville, wharf.....	1,222 57		274 52		1,497 09
Percé, wharf.....			96 95		96 95
Perkins Landing, wharf.....			838 83		838 83
Peribonka, wharf.....			4,612 15		4,612 15
Petit Bonaventure, breakwater exten- sion.....		4,542 64			4,542 64
Petit Cap (Gaspé Co.).....	574 27				574 27
Petit Chlorydormes (Gaspé Co.).....	298 38				298 38
Petite Rivière Ouest (Gaspé Co.).....	99 50				99 50
Petite Vallée West (Long Point, Gaspé Co.).....	398 87				398 87
Phillipsburg, wharf.....		4,838 50			4,838 50
Pierreville, wharf, etc.....		882 57	105 09		987 66
Pointe à Elie (Magdalen Islands), wharf.....		6,809 39			6,809 39
Pointe à la Fregate, breakwater.....		586 14			586 14
Pointe à la Loupe, wharf.....			499 95		499 95
Pointe aux Esquimaux, wharf.....			2,656 21		2,656 21
Pointe au Pic (Furray Bay), wharf.....	33,856 41		17,860 58		51,716 99
Pointe aux Trembles (Neuville), wharf.....			22,807 10		22,807 10
Pointe Basse, Narrows (Magdalen Islands).....	5,799 27				5,799 27
Pointe Cavagnole, wharf.....		707 66			707 66
Pointe Jaune (Gaspé Co.).....	581 79				581 79
Pointe Madeleine, wharf.....			99 00	900 00	999 00
Pointe Piche (Timiskaming) wharf.....		7,397 42			7,397 42
Pointe Pizeau (Sillery) wharf.....			667 76		667 76
Pointe Shea, Amherst (Magdalen Islands), pier.....			5,192 95		5,192 95
Port Alfred.....	12,247 70				12,247 70
Port au Persil, wharf.....		3,160 32			3,160 32
Port Daniel, wharf approach.....			158 79		158 79
Portneuf (Saguenay) wharf.....			349 54		349 54
Quebec Harbour (River St. Charles).....	2,602 23				2,602 23
Quebec Harbour (King's wharf).....	2,370 00				2,370 00
Repentigny, wharf.....	1,175 55	3,398 67	47 26		4,621 48
Rigaud, wharf.....	69 00		722 22		791 22
Rimouski, harbour improvements— Final settlement claim of Messrs. Raymond and Talbot.....		51,892 85			51,892 85
Rimouski, wharf.....		7,703 74	4,332 99	2,002 57	14,039 30
Rimouski River, breakwater.....			487 48		487 48
River Saguenay (Post St. Martin).....	31,087 27				31,087 27
Rivière aux Renards (<i>see</i> Fox River). Rivière aux Vases (Saguenay), wharf.....			523 86		523 86
Rivière Batiscau.....	10,743 06				10,743 06
Rivière Caplan, breakwaters.....		3,194 18			3,194 18
Rivière des Vases (Temiscouata Co.), wharf.....			290 10		290 10
Rivière du Lièvre, Lock and Dam.....		9,019 79		2,996 28	12,016 07
Rivière du Loup (en haut) Tourville. Mills.....	12,883 21				12,883 21
Rivière du Loup (en bas), wharf.....			10,216 79		10,216 79
Rivière Girard. (<i>See</i> Isle Verte). Rivière Nicolet.....	1,664 38				1,664 38
Rivière Ouelle, wharf.....			5,284 68		5,284 68
Rivière Verte, wharf.....		399 89			399 89
Rivière St. François, Chenal Tardif.....	5,951 65				5,951 65

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AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>Quebec—Continued.</i>					
Rivière St. François, Traverse Des-fosses.....	386 50				386 50
Rivière St. Maurice, Western channel.	73 50				73 50
Roberval, wharf.....			7,309 71		7,309 71
Ruisseau Arbour.....	303 93				303 93
Ste Adelaide de Pabos, wharf.....			1,459 40		1,459 40
St. Alexis, wharf.....			7,035 83		7,035 83
St. Andrews (Argenteuil), wharf.....			324 08		324 08
St. Alphonse de Bagotville (see Bagotville)					
St. André (Kamouraska Co.), wharf.....			819 13		819 13
St. Anicet, wharf.....			126 10		126 10
St. Alexis de Grande Baie, wharf.....			87 38		87 38
Ste. Anne de Beaupré, wharf.....			2,331 85		2,331 85
Ste. Anne de Bellevue, wharf.....			599 24		599 24
Ste. Anne de Chicoutimi, wharf.....			8,444 49		8,444 49
Ste. Anne de la Pocatière, wharf.....	1,446 00		1,568 28		3,014 28
Ste. Anne des Monts, training piers, etc.		11,189 87			11,189 87
Ste. Anne des Monts, Havre Xavier Pelletier.....	200 00				200 00
Ste. Anne de Sorel, breakwater.....	2,214 55	3,104 74			5,319 29
St. Antoine de Richelieu (Vercheres), wharf.....			999 90		999 90
St. Antoine de Tilly, wharf.....		501 59	1,037 65		1,539 24
St. Charles Borromée (Saguenay), wharf.....			100 00		100 00
St. Antoine Station, wharf (shed).....		686 01	165 55		851 56
St. Barthelemi (Grand Nord), wharf.....	2,476 48	4,033 00			6,509 48
St. Blaise (St. John's Co.), wharf.....			15 00		15 00
St. Charles de Caplan—Côte Robichaud—breakwater.....			550 98		550 98
St. Charles de Caplan—McLellan's Beach, breakwater.....			748 38		748 38
St. Charles de Caplan—Poirier's Beach, pier.....			349 38		349 38
St. Charles de Caplan, wharf.....			1,667 40		1,667 40
St. Charles de Richelieu, wharf.....		1,305 24			1,305 24
Ste. Croix (Lotbinière Co.), wharf.....		4,393 10	55 00		4,448 10
St. Denis, Riv. Richelieu, wharf.....			512 75		512 75
Ste. Emelie (Leclercville), wharf.....	16,081 51	400 18	636 93		17,118 62
Ste. Famille (Ile d'Orléans), wharf.....			1,341 93		1,341 93
Ste. Félicité, wharf.....			1,236 93		1,236 93
St. François du Lac, wharf.....			614 26		614 26
St. François (Ile d'Orléans), wharf, northside.....			1,985 59		1,985 59
St. François (Ile d'Orléans), wharf, southside.....			598 54		598 54
St. Fulgence, wharf.....			2,346 99		2,346 99
St. George de Malbaie, breakwater.....		1,755 45			1,755 45
St. Godfroy, wharf.....			3,099 95		3,099 95
St. Hilaire, (Rivière Richelieu), wharf.....			22 44		22 44
St. Jean Deschailions, wharf.....			368 32		368 32
St. Jean (Ile d'Orléans), wharf.....			2,286 56		2,286 56
St. Jean Port Joli, wharf.....			1,163 25		1,163 25
St. Jérôme (Lake St. John), wharf.....			1,306 44		1,306 44
St. Joachim (Gaspé Co.).....	905 96				905 96
St. John, guide piers, Riv. Richelieu.....			70 20		70 20
St. Laurent (Ile d'Orléans), wharf.....			1,779 55		1,779 55
St. Michel de Bellechasse, wharf.....	7,847 01		29,945 51		37,792 52
St. Nicholas, wharf.....			871 51		871 51
St. Omer, wharf.....		6,370 40			6,370 40
St. Ours (Riv. Richelieu), wharf.....			170 29		170 29
St. Paul (Ile aux Noix), wharf.....		2,600 00			2,600 00
Ste. Pétronille, Island of Orleans, wharf.....			194 00		194 00
St. Pierre les Becquets, wharf.....	8,289 47	2,105 38			10,394 85

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AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—Continued

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>Quebec</i> —Concluded					
St. Roch de Richelieu, wharf.....			88 31		88 31
St. Siméon, wharf.....		2,249 30			2,249 30
St. Sulpice, wharf.....	4,858 94	2,047 66	49 75		6,956 35
St. Yvon (Gaspé).....	357 39				357 39
St. Zotique, ice breakers.....		764 72			764 72
St. Zotique, wharf.....			43 50		43 50
Sabrevois, wharf.....			1,040 47		1,040 47
Seven Islands, wharf.....			2,907 57		2,907 57
Sorel, wharf.....	4,523 38	14,345 24			18,868 62
Sorel, ice breaker.....		3,197 20			3,197 20
Squateck, wharf.....			1,070 54		1,070 54
Tadoussac (Anse à l'eau), wharf.....			808 30		808 30
Tadoussac (Anse Tadoussac), wharf.....	8,847 33	7,327 64			16,174 97
Terrebonne, protection wall.....		3,523 31			3,523 31
Thurso, wharf.....			1,797 18		1,797 18
Trois Lacs, wharf.....			286 36		286 36
Trois Pistoles, wharf.....			826 39		826 39
Three Rivers, harbour improvements.....	1,320 00	71,415 28			72,735 28
Trois Ruisseaux (Gaspé Co.).....	339 00				339 00
Valleyfield.....	1,086 75				1,086 75
Vaudreuil, wharf.....		3,979 64			3,979 64
Verchères, wharf extension.....	909 09	1,207 42	66 06		2,182 57
Ville Marie, wharf.....			1,449 38		1,449 38
Woburn (Compton Co.), wharf.....			528 00		528 00
Yamaska, lock and dam.....				826 50	826 50
Generally.....	7,191 59			14,251 46	21,443 05
Totals, Quebec.....	268,150 31	475,447 91	322,014 98	246,132 67	1,311,745 87
<i>Ontario</i>					
Adolphustown—(Glenora Channel)....	600 00				600 00
Aultsville, wharf reconstruction.....		2,557 86			2,557 86
Barrie, Bayfield St., wharf.....			92 00		92 00
Batteaux Channel (Simcoe Co.).....	36 50				36 50
Bayfield, piers.....			4,745 30		4,745 30
Baysville, east pier.....			470 98		470 98
Beaumaris, wharf.....				89 00	89 00
Belle River Harbour improvements.....		3,652 45			3,652 45
Big Bay Point, wharf.....			2,574 05	95 50	2,669 55
Blind River, wharf reconstruction.....	255 60	19,754 11			20,009 71
Bowmanville, wharf.....	8,705 31		3,237 05		11,942 36
Bracebridge, breakwater.....		2,058 01			2,058 01
Brockville, wharf.....			52 60		52 60
Bronte, piers.....			5,593 81		5,593 81
Burk's Falls, wharf.....			4,097 33		4,097 33
Burleigh Falls, piers.....			152 50		152 50
Burlington Channel, bridge.....				4,458 37	4,458 37
Burlington Channel, reconstruction of south pier.....		270 37			270 37
Burlington Beach Highway, Government's share of cost of pavement.....		649 27			649 27
Byng Inlet.....	27,960 00				27,960 00
Callander, wharf.....			999 87		999 87
Cape Croker, wharf.....			1,402 32		1,402 32
Charlton, wharf.....			842 77		842 77
Chatham, revetment wall, etc.....			15,895 92		15,895 92
Cobourg, breakwater reconstruction....	32,446 90	1,044 46			33,491 36
Collingwood, dredging.....	18,891 37				18,891 37
Collingwood, graving dock No. 1 (subsidy).....				15,000 00	15,000 00
Collingwood, graving dock No. 2 (subsidy).....				9,208 96	9,208 96
Cumberland, wharf.....			299 68		299 68
Depot Harbour, coal dock.....			128 00		128 00
Dyer's Bay, wharf.....			499 20		499 20

AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Ontario—Continued</i>					
Fort William, harbour improvements.	10,958 12	26,099 07			37,057 19
French River, dams.				3,070 13	3,070 13
Gananoque, wharf.			189 38		189 38
Glenora—Adolphustown (see Adolphus- town).					
Goderich Harbour improvements.	60,950 93	26,706 01			87,656 94
Grand Bend, piers.			1,099 70		1,099 70
Grassmere, wharf.		6,037 02			6,037 02
Hamilton.	7,942 75				7,942 75
Haileybury, dockyard.				145 00	145 00
Haileybury, wharf reconstruction.		25,950 99			25,950 99
Hilton Beach, wharf and approach.			503 06		503 06
Huntsville, wharf.			101 79		101 79
Jackson's Point, wharf.		2,047 25			2,047 25
Honey Harbour.	732 34				732 34
Kempenfeldt, wharf.		17 81			17 81
Kenora, wharf.			1,251 69		1,251 69
Kincardine, piers.			21,686 91		21,686 91
Kingston, dry dock.			946 54		946 54
Kingston, maintenance and operation of combined roadway wharf and bridges.				10,767 05	10,767 05
Kingston, R.M.C. bank protection, etc.		1,329 37			1,329 37
Kingsville, piers.	19,994 67		4,499 70		24,494 37
Landsdowne, wharf.			134 68		134 68
Leamington, piers.			923 30		923 30
Lefavre, wharf.		7,167 70			7,167 70
Lion's Head, pier.			490 23		490 23
Little Current, wharf, etc.	36,297 09		78 75		36,375 84
L'Orignal, wharf.			2,011 84		2,011 84
MacLaren's Landing, wharf.			34 90		34 90
Magnetawan, wharf (warehouse).			138 90		138 90
Martin's Island (Kent Co.), sheet piling.			804 88		804 88
Meaford, pier.			5,407 10		5,407 10
Michipicoten, wharf (warehouse).			760 10		760 10
Midland, wharfs.	8,878 72		9,225 05		18,103 77
Midland (Tiffin).	11,194 65				11,194 65
Millhaven, wharf.		2,093 92			2,093 92
Mitchell's Bay.	10,401 03				10,401 03
Montreal River (Latchford), dam.				2,654 15	2,654 15
Oakville, East pier.		9,997 56			9,997 56
Orillia, wharf.			473 08		473 08
Oshawa, harbour improvements.	117 00	683 99			800 99
Owen Sound, wharf reconstruction.		602 00			602 00
Paradis Bay, wharf (Lake Timiskam- ing).			474 05		474 05
Parry Sound, wharf.			236 31		236 31
Pelee Island, Lighthouse Marsh.	2,505 58				2,505 58
Pelee Island, wharf extension.	2,861 48	252 01			3,113 49
Pelee Island, piers.			995 41		995 41
Pembroke, wharf replacement.		19,955 82			19,955 82
Penetanguishene.	5,844 83				5,844 83
Petewawa, wharf.			647 87		647 87
Point Edward.	1,836 10				1,836 10
Point Traverse (Prince Edward Co.).	14,367 13				14,367 13
Port Arthur, Dry Dock (subsidy).				37,741 50	37,741 50
Port Arthur, harbour improvements.	135,808 29	24,548 50			160,356 79
Port Bruce, harbour improvements.			1,852 48		1,852 48
Port Burwell, harbour works.	52,772 83		25,578 23		78,351 06
Port Colborne, breakwaters.		87,362 35			87,362 35
Port Dover, wharf.	1,236 00		2,490 45		3,726 45
Port Hope, breakwater.	8,133 52		1,773 97		9,907 49
Portland (Leeds Co.) wharf.			122 88		122 88
Port Rowan, pier.			411 43		411 43
Port Stanley, harbour works.	16,329 62	29,720 99	5,164 53		51,215 14

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AMOUNTS Expended by the Department of Public Works of Canada during the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Ontario—Concluded.</i>					
Portsmouth, pier.....			1,610 56		1,610 56
Rainy River, wharf.....			36 29		36 29
Richard's Landing, wharf.....			2,055 69		2,055 69
River Thames—lighthouse wharf.....	2,500 99		985 19		3,486 18
Roches Point, wharf.....			5 00		5 00
Rondeau, harbour improvements.....	5,767 68		9,999 54		15,767 22
Rousseau, wharf.....			1,198 10		1,198 10
St. Williams (Norfolk Co.), wharf.....			452 51		452 51
Saugeen River, harbour works.....			61 45		61 45
Sault Ste. Marie, harbour works.....	20,105 42	64 30	738 83		20,908 55
Severn Falls, wharf.....		2,500 00			2,500 00
Shanty Bay (Simcoe Co.) wharf.....		274 43			274 43
Silver Centre, wharf reconstruction.....		259 85			259 85
Silverwater, wharf.....			950 14		950 14
Southampton, breakwater.....			5,999 89		5,999 89
Sparrow Lake, float.....		1,213 23			1,213 23
Sturgeon Falls, wharf.....		8,430 16			8,430 16
Sydenham River, channel Ecarté.....	7,016 37				7,016 37
Thessalon, breakwater extension.....		14,914 24			14,914 24
Tiffin Harbour. (See Midland).					
Tobermory, glance booms.....			588 70		588 70
Toronto, harbour improvements—					
Roger Miller contract.....		644,948 07			644,948 07
Eastern Channel.....	36,585 41		886 60		37,472 01
Western breakwater.....		2,378 66			2,378 66
Toronto Island, breakwater protection.....		30,150 72			30,150 72
Waubashene, wharf.....		1,000 00			1,000 00
Waupees (Prince Edward Co.).....	600 00				600 00
Wendover, wharf.....			218 61		218 61
Wheatley, wharf.....			1,999 51		1,999 51
Whitby, piers reconstruction.....	10,545 00	17,783 50			28,328 50
Warton, breakwater-pier.....			519 73		519 73
Windermere, wharf.....			399 73		399 73
Wolfe Island.....	2,309 30				2,309 30
Windsor, wharf.....			3,601 16	1,770 00	5,371 16
Generally.....	7,193 51			8,090 43	15,283 94
Totals, Ontario.....	590,682 04	1,024,476 05	163,899 80	93,090 09	1,872,147 98
<i>Manitoba—</i>					
Assiniboine River, survey <i>re</i> control of waters.....				2,028 52	2,028 52
Big George Island.....	21,248 21				21,248 21
Delta Beach, closing channel.....		6,497 11			6,497 11
Fairford River at Mouth (Lake Manitoba), Survey.....				2,115 31	2,115 31
Grand Beach.....	1,303 35				1,303 35
Grand Marais.....	4,125 93				4,125 93
Hecla, wharf.....			1,541 19		1,541 19
Le Pas, wharf.....	25 00	2,188 23			2,213 23
Portage la Prairie, sewer extension.....		55,956 91			55,956 91
Red River Channel, protection work.....			2,204 75		2,204 75
Red River at Winnipeg between Jarvis St. and Canadian National Railway Bridge.....	16,312 94				16,312 94
Red River (Mouth).....	11,038 18				11,038 18
Red River, Netley Cut.....	2,085 41	2,723 02			4,808 43
St. Andrews Rapids, lock and dam.....	919 99		1,087 60	24,575 93	26,583 52
Selkirk wharf and slip.....			12,552 82	3,991 47	16,544 29
Victoria Beach, wharf.....			19 65		19 65
Wanipigow, Hole River, dam.....		3,417 75			3,417 75
Winnipegosis, wharf.....		2,976 61			2,976 61
Winnipegosis entrance channel.....	13,166 76				13,166 76
Generally.....				2,192 77	2,192 77
Totals, Manitoba.....	70,225 77	73,759 63	17,406 01	34,904 00	196,295 41

AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>Saskatchewan and Alberta—</i>					
Craven Dam, Sask., reconstruction.....		5,755 04	592 46		6,347 50
Cumberland House, Sask., wharf.....		705 06			705 06
Cumberland Lake, Sask.....	12,459 40				12,459 40
Fort Chipewyan Lake, Athabasca, Alberta, breakwater.....		840 22			840 22
Fort McMurray, wharfage accommoda- tion.....				495 00	495 00
Horse Creek, Alberta.....	4,885 44				4,885 44
Waterways, Alberta, temporary wharf- age accommodation.....		547 51			547 51
Totals, Saskatchewan and Alberta..	17,344 84	7,847 83	592 46	495 00	26,280 13
<i>British Columbia—</i>					
Ainsworth, wharf.....	384 31				384 31
Alberni, float.....		1,068 62			1,068 62
Alert Bay, float.....			353 02		353 02
Anglemont, wharf.....		3,323 72			3,323 72
Annieville Bar (Fraser River).....	18,909 32				18,909 32
Arrow Lake, construction of pile driver.....		3,988 39			3,988 39
Arrow Park, wharf reconstruction.....		102 76			102 76
Balfour, wharf.....		1,099 15			1,099 15
Balaklava Island, float.....			97 55		97 55
Bamfield East, wharf reconstruction...		91 58			91 58
Beaton, wharf.....		1,838 46			1,838 46
Bella Coola, wharf.....			79 22		79 22
Bentinck Island, wharf.....		1,270 20			1,270 20
Bishop's Landing, float.....		1,256 30			1,256 30
Brighton Beach, float.....			64 10		64 10
Burdwood Bay, float.....		1,024 82			1,024 82
Burgoyne Bay, wharf.....			937 14		937 14
Burnaby (Queen's Ave.), float.....			118 39		118 39
Burton, wharf.....			63 49		63 49
Campbell River, wharf, etc.....			43 00		43 00
Canoe, wharf addition.....		999 86			999 86
Capilano River, dam.....			15 00		15 00
Chase, store yard for plant, etc.....	1,220 77	594 11			1,814 88
Chemainus.....	1,860 07				1,860 07
Chilliwack Lower (Fraser River) Land- ing.....			307 01		307 01
Church House, float.....			287 90		287 90
Clayoquot, wharf.....			7 50		7 50
Columbia River, above Revelstoke— Survey re bank eros- ion.....				622 95	622 95
“ “ below Burton, rein- forcing mattress....		1,055 82			1,055 82
“ “ between Graham's & Carrol's Landing....	4,181 56				4,181 56
“ “ Narrows, Two Beacon Bar.....	9,199 43				9,199 43
“ “ Yingling's Bar.....	3,158 10				3,158 10
Comox, wharf.....			775 67		775 67
Courtenay River, grillage.....	4,958 74	260 28			5,219 02
Cowan's Cove, wharf.....			88 14		88 14
Cowichan Lake, wharf.....		1,707 96			1,707 96
Cracroft, float.....			1,138 87		1,138 87
Crescent Bay (West Kootenay).....	1,942 89				1,942 89
Crofton, wharf.....			2,421 64		2,421 64
Daisy Bay (Gambier Island), float.....			116 88		116 88
Digby Island, Quar. Station, float.....		1,149 74			1,149 74
Donley's Landing, float.....			109 20		109 20
East Arrow Park, wharf.....			199 72		199 72
East Robson, wharf extension.....		2,258 25			2,258 25

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AMOUNTS Expended by the Department of Public Works of Canada during the Fiscal Year ended March 31, 1924—Continued

Name of Work	Dredging	Construc- tion and Improvements	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>British Columbia—Continued.</i>					
Eburne, wharf.....			303 55		303 55
Esquimalt Harbour, landing float.....		1,196 92			1,196 92
“ removing piles.....		10 50			10 50
“ new dry dock.....		968,399 17			968,399 17
“ old dry dock.....		3,230 71		20,035 03	23,265 74
Ewing's Landing, wharf.....		4,485 22			4,485 22
Fanny Bay, wharf.....		6,602 15			6,602 15
Fauquier, float.....			2,741 17		2,741 17
Fernwood, wharf.....			53 72		53 72
Fisherman's Bay (Vancouver Island), mooring for launches.....		93 64			93 64
Fraser River, improvements above Chilliwack.....	1,604 45				1,604 45
“ Lot No. 537, removal of snags.....		100 50			100 50
“ (Lower) operation of snagboat “Samson”.....				23,073 77	23,073 77
Fraser's Landing, new wharf.....		77 36			77 36
Ganges Harbour, wharf.....			14 00		14 00
Gibson's Landing, wharf.....			962 73		962 73
Ginols (Kootenay Lake), piling.....		146 92			146 92
Glen Valley (Fraser River).....	210 00				210 00
Gordon Road (Fraser River), wharf.....			28 08		28 08
Gower Point, float.....			348 86		348 86
Gowland Harbour, float.....			55 00		55 00
Grace Harbour, float.....			74 00		74 00
Graham's Landing, wharf.....			2 00		2 00
Grantham's Landing, wharf.....			763 13		763 13
Greta, wharf.....			399 73		399 73
Grey's Creek, wharf.....			96 74		96 74
Grief Point and Ragged Islands, Booms.....		2,214 76			2,214 76
Halcyon, wharf.....			212 00		212 00
Half Moon Bay, wharf.....			885 00		885 00
Harrop, wharf.....		5,731 30			5,731 30
Haysport, floating wharf.....		3,993 66			3,993 66
Herriot Bay, wharf.....			1,275 95		1,275 95
Hollberg, float and approach.....		2,889 36			2,889 36
Hopkins Landing, wharf.....			691 34		691 34
Invermere, wharf.....			7 00		7 00
Irving's Landing, wharf.....			1,018 18		1,018 18
Jackson's Bay, float.....		1,016 31			1,016 31
Jeune Landing, Quakins Sound, wharf.....			2,230 66		2,230 66
Johnson's Landing, wharf.....			412 51		412 51
Kaslo, wharf.....			3 15		3 15
Kincolith, wharf.....			335 00		335 00
Kokanee, wharf.....			1,945 38		1,945 38
Kootenay Landing.....	10,472 36				10,472 36
Kuskanook, wharf.....			24 00		24 00
Lang Bay, wharf.....			311 55		311 55
Lockeport, wharf.....		4,012 56			4,012 56
Lund, wharf.....			1,906 24		1,906 24
Lyall Harbour, new float.....		1,132 04			1,132 04
McBride (Fraser River), clearing slough.....		261 26			261 26
Magna Bay, wharf.....			749 40		749 40
Maples, float.....		682 60			682 60
Mayne Island, wharf.....			471 14		471 14
Miller's Landing, float.....			633 25		633 25
Nahun, wharf.....			170 52		170 52
Nakusp, wharf.....			248 00		248 00
Nanaimo Harbour, improvements.....	21,781 08	2,835 99	2,427 90		27,044 97
New Massett, wharf.....			24 65		24 65
New Westminster, wharf.....	1,878 76	3,728 33			5,607 09
Nicomen Island (Fraser River), pro- tection work.....		12,422 46			12,422 46

AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
HARBOURS AND RIVERS	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>British Columbia—Continued</i>					
Nootka, wharf.....			338 42		338 42
North Arm (Fraser River).....	23,399 15				23,399 15
Okanagan Centre, wharf.....		1,567 43			1,567 43
Okanagan Control Dam.....				982 50	982 50
Peachland, wharf.....			110 73		110 73
Pender Harbour, float.....		523 50			523 50
Pitt Lake, float.....		644 51			644 51
Popes Landing, float.....			70 15		70 15
Porpoise Bay wharf.....		4,146 06			4,146 06
Port Mann (Fraser River).....	12,085 77				12,085 77
Port Moody, wharf.....			3,503 31		3,503 31
Port Renfrew, wharf reconstruction...	1,102 00	56 16			1,158 16
Port Washington, float.....		765 10	618 00		1,383 10
Powell River, wharf.....		1,051 13	484 56		1,535 69
Prince Rupert, floating dock (subsidy)				76,970 88	76,970 88
Princess Creek, wharf.....			915 18		915 18
Proctor, wharf.....	2,284 49		8 00		2,292 49
Quathiasiki Cove, wharf (shed).....		108 77			108 77
Refuge Bay, wharf.....			100 00		100 00
Renata, wharf.....		7,061 72			7,061 72
Robert's Bay, float.....			175 00		175 00
Robert's Creek, wharf.....			1,597 00		1,597 00
Rock Bay-Taylor Mills.....	3,162 11				3,162 11
Royston, wharf.....			134 35		134 35
Saanichton, wharf.....			2,861 23		2,861 23
San Josef (Comox-Atlin) float.....		513 20			513 20
Salmon Arm, wharf.....	5,164 78		8 85		5,173 63
Sandheads (Fraser River).....	27,774 74				27,774 74
Savary Island, float.....				7 50	7 50
Sayward (Comox-Atlin), wharf.....			1,122 52		1,122 52
Schooner Passage, wharf.....		289 90			289 90
Sea Otter Cove, float.....		587 41			587 41
Shoal Bay, wharf.....		1,095 00			1,095 00
Shushartie Bay, float.....		2,552 34			2,552 34
Shuswap Lake, repairs to pile driver...			367 46		367 46
Sicamous (Shuswap River).....	2,389 36				2,389 36
Sidney-Auto ferry slip-dolphins.....	8,618 30	1,927 48			10,545 78
Sidney, wharf.....			305 25		305 25
Skeena River.....	15,921 69				15,921 69
Snug Cove, wharf.....			544 60		544 60
Sorrento (Shuswap Lake).....	563 43				563 43
South Bank (Fraser River), protection works.....			701 96		701 96
Squamish, wharf.....			3,797 91		3,797 91
Squirrel Cove.....			5 23		5 23
Stag Bay, wharf.....			97 60		97 60
Steveston Jetty (Fraser River).....		260 16	682 30		942 46
Stewart, wharf.....		2,031 58			2,031 58
Sturdie's Bay, Galiano Isld., wharf.....			82 50		82 50
Summerland, wharf.....			194 12		194 12
Surge Narrows, float.....		758 78			758 78
Tofino, wharf.....			18 49		18 49
Tsolum River (Comox-Alberni) bank protection.....		1,014 05			1,014 05
Tucker Bay (Lasqueti Island) wharf.....			1,794 80		1,794 80
Ucluelet, wharf replacement.....		5,711 56			5,711 56
Union Bay, wharf.....			279 92		279 92
Van Anda, wharf, etc.....			275 99		275 99
Vancouver, First Narrows.....	134,607 74				134,607 74
Vancouver, Grant Trunk Railway Dock	3,189 86				3,189 86
Vancouver, immigration station, wharf			129 50		129 50
Vancouver, North-Burrard Dry Dock (subsidy).....				9,990 98	9,990 98
Vancouver, Stanley Park, foreshore protection.....		7,964 07			7,964 07

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AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Concluded*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
HARBOURS AND RIVERS					
<i>British Columbia—Concluded</i>					
Westbank, wharf.....			249 92		249 92
Whaletown, wharf.....		394 84			394 84
White Rock, wharf.....			135 64	159 98	295 62
Williamson's Landing, float.....				134 50	134 50
William's Head Quar. Station, wharf..			3,899 06		3,899 06
Wilson's Landing, wharf.....			28 75		28 75
Woodward's Channel (Fraser River), training wall.....		134,044 17			134,044 17
Woodward's Cut (Fraser River).....	35,010 70				35,010 70
Wyatt Bay, float approach.....		850 00			850 00
Generally.....	6,453 77			11,972 04	18,425 81
Totals, British Columbia.....	363,489 73	1,224,272 66	54,687 27	143,950 13	1,786,399 79
<i>Yukon Territory—</i>					
Yukon River and Tributaries, improvements.....		7,096 75			7,096 75
Total, Yukon Territory.....		7,096 75			7,096 75
<i>Harbours and Rivers Generally—</i>					
General expenses of staff, etc.....				17,303 30	17,303 30
Salaries of district engineers, assistants, etc.....				461,245 78	461,245 78
Test borings for sundry projected works.....		13,213 50			13,213 50
Totals, Generally.....		13,213 50		478,549 08	491,762 58

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AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Construc- tion and Improve- ments	Repairs	Staff and Main- tenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
DREDGING PLANT				
Maritime Provinces.....		487 33		487 33
Ontario and Quebec.....		1,852 44		1,852 44
Manitoba, Saskatchewan and Alberta.....	6,048 19	2,189 29		8,237 48
British Columbia.....	7,996 11	6,329 24		14,325 35
Totals, Dredging Plant.....	14,044 30	10,858 30		24,902 60
ROADS AND BRIDGES				
<i>Maritime Provinces—</i>				
Grand Etang Bridge, N.S.....	94 58			94 58
Edmundston, N.B.—International bridge.....	12,675 83			12,675 83
St. Leonard, N.B., International bridge.....		1,201 83		1,201 83
<i>Quebec and Ontario—</i>				
Bryson bridge.....	2,815 04			2,815 04
North Timiskaming bridge.....		199 95		199 95
Matapedia, Interprovincial bridge.....		4,305 73		4,305 73
Paspebiac, contribution towards re-construction of bridge.....	5,000 00			5,000 00
<i>Ottawa City, bridges and streets maintained by Govern- ment—</i>				
Connaught Place and Wellington St.....			6,997 22	6,997 22
New Chaudiere bridge.....	4,998 02			4,998 02
Lighting all above.....			1,758 30	1,758 30
<i>Manitoba, Saskatchewan and Alberta—</i>				
Bow River Bridge at Banff, Alta.....		141 70		141 70
Edmonton bridge, Alta.....		606 35		606 35
Pembina River bridge, Manitoba.....		1,030 58		1,030 58
St. Andrews (Red River) river bank and road.....		294 65		294 65
Spray River Bridge at Banff, Alta.....		1,114 89		1,114 89
Totals, roads and bridges.....	25,583 47	8,895 68	8,755 52	43,234 67

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AMOUNTS Expended by the Department of Public Works of Canada during the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Construction and Improvements	Repairs	Staff and Maintenance	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
TELEGRAPH AND TELEPHONE LINES				
Cape Ray, Newfoundland.....			250 00	250 00
<i>Maritime Provinces—</i>				
Bay of Fundy lines.....	1,408 88		3,547 52	4,956 40
Cape Breton lines.....		4,338 76	37,979 97	42,318 73
Chatham-Escuminac lines.....	859 70		2,481 07	3,340 77
Prince Edward Island and Mainland.....			13,993 32	13,993 32
<i>Quebec Mainland—</i>				
Dorchester County lines.....			57 45	57 45
North Shore, east of Bersimis.....			32,198 47	32,198 47
North Shore, west of Bersimis.....			17,040 57	17,040 57
Quebec County lines.....			2,574 29	2,574 29
Timiskaming lines.....			2,212 33	2,212 33
<i>Quebec Islands—</i>				
Anticosti system.....			8,803 34	8,803 34
Grosse Ile, Isle au Coudres, and Island of Orleans system.....	959 85		8,310 12	9,269 97
Magdalen Islands system.....	2,063 60		7,555 34	9,618 94
Maritime Provinces and Gulf generally.....			8,200 15	8,200 15
Cable Ship <i>Tyrian</i>			91,277 44	91,277 44
<i>Ontario—</i>				
Bath-Amherst Telephone line (Subsidy).....			250 00	250 00
Pelee Island system.....		9,094 34	962 77	10,057 11
<i>Saskatchewan and Alberta—</i>				
Saskatchewan system.....		8,150 15	58,675 29	66,825 44
Alberta system.....		11,053 44	94,436 58	105,492 02
<i>British Columbia and Yukon—</i>				
Ashcroft-Dawson system.....	3,135 48		242,911 00	246,046 48
British Columbia, mainland system.....	12,109 79	12,007 39	107,029 21	131,146 39
British Columbia, Vancouver Island.....	7,208 33	398 71	126,066 07	133,673 11
Telegraph Service, generally.....			1,075 00	1,075 00
Totals, Telegraph and Telephone Lines....	27,745 63	45,044 79	867,887 30	940,677 72
MISCELLANEOUS				
<i>Surveys—</i>				
Maritime Provinces.....			29,744 74	
Quebec.....			43,044 67	
Ontario.....			27,657 26	
Manitoba.....			5,268 21	
Saskatchewan and Alberta.....			399 80	
British Columbia.....			21,137 86	
Generally.....			338 68	127,591 22
<i>Upper Ottawa Storage Dams—</i>				
Land damages.....	1,298 00			1,298 00
Quinze dam.....			13,096 79	13,096 79
Timiskaming dam.....			19,496 10	19,496 10
Accounts Branch, salaries and travelling expenses of agents, clerks, etc., of outside service.....			19,805 05	19,805 05
Gratuities to widows or representatives of 50 deceased employees under Civil Service Amendment Act.....			8,289 49	8,289 49
Ottawa Parliament Building—Tablet to the memory of the late Bowman B. Law.....	4,786 50			4,786 50
Towards completing monument to His late Majesty King Edward VII.....	6,000 00			6,000 00
Monument to Sir Wilfrid Laurier.....	1,815 69			1,815 69
New hull for snagboat <i>Samson</i>	105 06			105 06
Operation and maintenance of inspection boats.....			15,646 75	15,646 75
River gaugings and meterings.....			20,064 07	20,064 07
Collection of Public Works Revenues.....			4,490 86	4,490 86
Public Service Retirement Act—Gratuities.....			28,884 41	28,884 41
Cost of living bonus.....			330,751 31	330,751 31
Gratuity to H. Bristow who was seriously injured at the Quinze Dam.....			500 00	500 00
To pay estate of E. D. Lafleur in full and final settlement of claim when Chief Engineer, D.P.W.....			3,786 15	3,786 15
Totals, Miscellaneous.....	14,005 25		592,402 20	606,407 45

AMOUNTS Expended by the Department of Public Works of Canada during
the Fiscal Year ended March 31, 1924—*Continued*

Name of Work	Dredging	Construction and Improvements	Repairs	Staff and Maintenance	Total
RECAPITULATION	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Totals, Public Buildings—</i>					
Nova Scotia.....		129,422 23	33,129 22	107,024 50	269,575 95
Prince Edward Island.....		5,117 34	8,230 33	19,536 89	32,884 56
New Brunswick.....		57,663 75	14,347 57	114,423 90	186,435 22
Quebec.....		202,139 94	139,901 46	634,687 94	976,729 34
Ottawa.....		989,529 73	229,624 19	2,279,917 48	3,499,071 40
Ontario (excluding Ottawa).....		207,645 01	140,393 62	640,413 10	988,451 73
Manitoba.....		39,586 99	37,652 17	179,119 60	256,358 76
Saskatchewan.....		47,963 83	22,787 60	137,237 77	207,989 20
Alberta.....		52,143 42	25,785 71	235,827 37	313,756 50
British Columbia.....		65,395 22	44,979 79	242,718 63	353,093 64
Yukon.....				26,999 61	26,999 61
Public Buildings, Generally.....		21,952 67	237 60	90,009 42	112,199 69
<i>Totals, Harbours and Rivers—</i>					
Nova Scotia.....	461,807 19	229,166 31	166,145 07	4,064 22	861,182 79
Prince Edward Island.....	85,192 37	18,168 41	18,907 87	687 03	122,955 68
New Brunswick.....	122,638 86	656,531 48	96,861 89	200,432 23	1,076,464 46
Quebec.....	268,150 31	475,447 91	322,014 98	246,132 67	1,311,745 87
Ontario.....	590,682 04	1,024,476 05	163,899 80	93,090 09	1,872,147 98
Manitoba.....	70,225 77	73,759 63	17,406 01	34,904 00	196,295 41
Saskatchewan and Alberta.....	17,344 84	7,847 83	592 46	495 00	26,280 13
British Columbia.....	363,489 73	1,224,272 66	54,687 27	143,950 13	1,786,399 79
Yukon.....		7,096 75			7,096 75
Harbours and Rivers, Generally.....		13,213 50		478,549 08	491,762 58
<i>Totals—</i>					
Dredging Plant.....		14,044 30	10,858 30		24,902 60
Roads and Bridges.....		25,583 47	8,895 68	8,755 52	43,234 67
Telegraph and Telephone Lines.....		27,745 63	45,044 79	867,887 30	940,677 72
Miscellaneous.....		14,005 25		592,402 20	606,407 45
Grand Totals of Expenditures.	1,979,531 11	5,629,919 31	1,602,383 38	7,379,265 68	16,591,099 48

REVENUE received by the Department of Public Works of Canada during the
fiscal year ended March 31, 1924

Source of Revenue	Amount Received
PUBLIC BUILDINGS	
Rents from public buildings and related properties not presently in use for public purposes. \$	70,492 22
Sales of public buildings or related properties no longer required for public purposes.	8,656 00
Sales of old furniture, fittings, building materials, &c.....	13,897 38
Total from public buildings.....	\$ 93,045 60
ENGINEERING WORKS	
Operation of Dry Docks, &c.—	
Champlain Dock, Levis, Que.....	\$ 55,659 36
Lorne Dock, Levis, Que.....	25,597 75
Selkirk Repair Slip, Selkirk, Man.....	2,821 55
Esquimalt Dock, Esquimalt, B.C.....	33,483 90
	117,562 56
Rents derived from works and plant leased to private parties—	
Hydraulic powers.....	3,305 00
Ferry privileges.....	709 00
Kingston, Ont., graving dock.....	5,000 00
Dredges and tugs.....	18,418 79
Sundry minor works.....	5,592 74
	33,025 53
Sales of sundry works including lands pertaining thereto.....	102,250 00
Sales of vessels, plant, old materials, &c.....	32,091 67
Total from Engineering Works.....	\$ 284,929 76

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REVENUE received by the Department of Public Works of Canada during the
fiscal year ended March 31, 1924—*Concluded*

TELEGRAPH AND TELEPHONE LINES

Operation of sundry lines—		
Maritime Provinces—		
Bay of Fundy.....	\$ 1,445 13	
Cape Breton.....	6,739 04	
Escuminac.....	1,794 35	
	<hr/>	9,978 52
Quebec—		
Anticosti (including Gaspé).....	547 80	
Dorchester County.....	98 40	
Grosse Isle Quar. Line.....	37 01	
Magdalen Islands.....	1,658 87	
North Shore, East of Bersimis.....	13,640 84	
North Shore, West of Bersimis.....	2,422 48	
Orleans Island.....	655 76	
Quebec County.....	1,843 66	
	<hr/>	20,904 82
Ontario—		
Peelee Island.....	20 03	
Saskatchewan Lines.....	4,284 87	
Alberta Lines.....	14,451 92	
British Columbia Mainland Lines.....	73,731 44	
Vancouver Island Lines.....	55,782 95	
Yukon System.....	94,776 98	
	<hr/>	273,931 53
Rent received for Parkesville—Alberni Line, B.C.....	80 50	
Rent of cable ship "Tyrian" repairing cable for Pacific Cable Board.....	2,513 00	
Sale of Line Baie St. Paul to Chicoutimi.....	4,333 00	
Sale of sundry disused buildings and equipment in Saskatchewan.....	3,470 27	
	<hr/>	
Total from Telegraph and Telephone Lines.....	\$ 284,328 30	

MISCELLANEOUS REVENUES

Received for photographic work done in this Department for other departments.....	4,605 22	
Refunds against expenditures reported in accounts of previous years—		
Quinze River Bridge—balance subsidy from Province of Quebec.....	5,000 00	
Other minor repayments.....	6,312 85	
	<hr/>	11,312 85
Revenues from sundry casual sources.....	1,287 33	
	<hr/>	
Total Miscellaneous.....	\$ 17,205 40	

RECAPITULATION OF REVENUES

Public Buildings.....	\$ 93,045 60	
Engineering Works.....	284,929 76	
Telegraph and Telephone Lines.....	284,328 30	
Miscellaneous.....	17,205 40	
	<hr/>	
Grand total Public Works revenue.....	\$ 679,509 06	

CONTRACTS, DEEDS AND LEASES

T. J. CARTER, *Departmental Solicitor*

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924.

Works	Names of Contractors	Date of Contract	Amount
PUBLIC BUILDINGS			
<i>Nova Scotia</i>			
Halifax.....	Rockhead Hospital for minor infectious diseases.	Alterations.....	Keele Construction Company.....
Lawlor's Island.....	Quar. Station.....	Supply and installation of water main.	Mar. 11, 1924
Lawlor's Island.....	Quar. Station.....	Supply and installation of steel water tank.	Dec. 19, 1923
Liverpool.....	Public building.....	Electric wiring and fittings.....	Canadian Des Moines Steel Co., Ltd.
Windsor.....	Post Office building.....	Hot air furnaces.....	W. W. Hoyt.....
			Dec. 4, 1923
			H. P. Murphy.....
			Sept. 14, 1923
<i>New Brunswick</i>			
Partridge Island.....	Quar. Station.....	Supply and installation of electric light transmission line.	Kane and Porter.....
"	"	" Boatman's cottage.	Oct. 18, 1923
"	"	" Alterations.	Nov. 6, 1923
St. John.....	Rec. Genl's office in Dom. Sav-Alterations.	James E. Kane.....	Jan. 15, 1924
			Oct. 18, 1923
St. John West.....	Extension to frost proof warehouse.	Berth No. 14.	Parsons Ed. Co., Ltd.....
Sackville.....	Public building.....	Construction.....	E. F. Powers Cons. Co., Ltd.....
			Feb. 12, 1924
			Dec. 19, 1923
Sussex.....	Post Office.....	Vittings.....	Frederick Howland.....
"	Public building.....	Alterations.....	Dec. 19, 1923
Tracadie.....	Lazaretto.....	Supply and installation of electric light system.	Frederick Howland.....
			Nov. 1, 1923
			Dec. 12, 1923
<i>Prince Edward Island</i>			
Charlottetown.....	"Old Bank building"	Roofing.....	Stanley Shaw and Pearden.....
Souris.....	Public building.....	Electric wiring.....	Nov. 14, 1923
			Oct. 31, 1923

Unit prices
29,802 35 and
\$1.25 per cubic yd. for
excavation and \$14.00 for
mass concrete including
forms.
\$ 800 00
\$ 3,974 00
\$ 5,500 00

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<i>Quebec</i>					
Montreal.....	New Exchange warehouse.....	Alterations to heating apparatus.	Hickey and Aubut, Ltd.....	Aug. 27, 1923	\$ 7,638 00
".....	Old Exchange warehouse.....	New roof.....	The Metal Shingle and Siding Co., Ltd.....	Nov. 5, 1923	\$ 3,600 00
Pierreville.....	Post Office.....	Basement floor and installation of hot water heating system.	F. D. Caron.....	Nov. 2, 1923	\$ 1,985 00
Quebec.....	Exchange warehouse.....	Alterations to heating apparatus	Brousseau et Frere.....	Oct. 23, 1923	\$ 6,600 00
".....	(Louise Embankment) Immigration building.	New roof.....	A. Deslauriers Engrg.....	Nov. 8, 1923	\$ 26,500 00
".....	(Louise Embankment) Immigration building.	Alterations to iron fencing.....	A. Faustin, Ltd.....	Nov. 5, 1923	\$ 4,512 00
".....	Post Office.....	New stone chimney and re-pointing stone cornice.	C. Emile Morissette Ltee.....	Nov. 20, 1923	\$ 3,350 00
".....	(Savard Park).....	Alterations to Detention Bldg.....	A. Deslauriers Ltee.....	Feb. 28, 1924	\$ 61,000 00
Ste Anne de Bellevue.....	Military Hospital.....	Installation of boilers and other improvements.	Laurie Engine Company.....	Aug. 31, 1923	\$ 12,475 00
Terrebonne.....	Public building.....	Electric wiring.....	E. Lapointe.....	April 23, 1923	\$ 935 00
".....	Post Office.....	Fittings.....	The J. T. Schell Co.....	July 21, 1923	\$ 1,718 00
<i>Ontario</i>					
Alexandria.....	Public building.....	Construction.....	Ross-Meagher and Co.....	Jan. 3, 1924	\$ 31,979 00
Belleville.....	".....	Electric wiring.....	Harris Brothers.....	Oct. 15, 1923	\$ 1,800 00 and 45 00 for lights on fittings.
Brockville.....	Post Office building.....	New hot water boilers, etc.....	Hall and Devine.....	Sept. 14, 1923	\$ 1,685 00
Kingston.....	R.M.C. "Dormitory building".....	Addition to northern end.....	H. W. Watts.....	Dec. 26, 1923	\$ 103,000 00 and \$14.00 per Cu. yd. for additional concrete required including extra excavation and wood form.
".....	".....	Installation of elevator.....	The Turnbull Elevator Co., Ltd.....	Jan. 12, 1924	\$ 510 00
Listowel.....	Armoury.....	Wood floor.....	Canadian Engineering and Contracting Co., Ltd.....	Jan. 27, 1924	\$ 2,360 00
London.....	Westminster Hospital.....	New continuous bath-room in Pavilion "C".....	L. H. Martin and Company.....	April 23, 1923	\$ 1,123 00
".....	Military Hospital.....	Covered passage.....	W. E. Dodd.....	June 18, 1923	\$ 3,571 00
".....	Westminster Hosp. Nurses' home.....	Building of verandah.....	W. E. Dodd.....	July 13, 1923	\$ 2,974 00
".....	Custom House.....	New boiler.....	R. A. Milne and Co.....	Sept. 5, 1923	\$ 3,703 00
".....	Westminster Hospital, Superintendent's residence.	Superior-Stream heating apparatus.....	R. A. Milne and Co.....	Oct. 30, 1923	\$ 1,000 00
Ottawa.....	Alterations to Moving Picture Plant for T. and C. Dept., Nos. 265-73 Wellington st.		M. N. Cummings.....	May 11, 1923	\$ 3,595 00
".....	Rideau Hall Conservatory, Palm House.....	Superstructure.....	The King Construction Co., Ltd.....	Sept. 28, 1923	\$ 6,500 00
".....	Experimental Farm, Chemical Laboratory.....	Addition.....	W. H. McGillivray and J. E. Poirier.....	Nov. 13, 1923	\$ 18,205 00

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—*Continued.*

Works	Names of Contractors	Date of Contract	Amount
PUBLIC BUILDINGS—Continued			
<i>Ontario—Continued</i>			
Ottawa.....	The King Construction Co., Ltd.	Nov. 27, 1923	\$ 12,000 00
".....	Ore-Dressing Laboratory.....Addition.....	Dec. 20, 1923	3,094 00
".....	Exp. Farm Botanical Laboratory.....Construction.....	Dec. 27, 1923	24,084 00
".....	Archives Building.....Addition.....	Jan. 10, 1924	and \$1.00 per cu. yd. for extra excavation and \$15.00 for extra concrete including forms. and \$294,797 00 and \$4.00 per cu. yd. for extra excavation and \$12.00 per cu. yd. for extra concrete including forms.
Sault Ste Marie.....	Warehouse on Gov't. wharf.....	Nov. 5, 1923	\$ 3,800 00
Toronto.....	Postal Station "A".....	July 28, 1923	\$ 2,992 00
".....	Gov't premises Nos. 22-24 Adel- aide st., East. less boilers.	Aug. 31, 1923	\$ 2,297 00
".....	Postal Station "K".....	Feb. 12, 1924	\$ 12,490 00
Windsor.....	Public building.....	Dec. 31, 1923	\$ 4,100 00
<i>Manitoba</i>			
Emerson.....	Public building.....	Dec. 17, 1923	\$ 760 00
Fort Osborne.....	(Winnipeg).....	Sept. 8, 1923	\$ 8,974 34
Selkirk.....	Supply of electrical energy to operate repair slip.....	Dec. 10, 1923	\$ 60 00 per month. (3 years from 15th March, 24 to 15th during period of 3 years.) 3 years from date hereof. \$1.00 per h.p. per month. For connected capacity of plant to be rated in horse power as minimum charge.
Selkirk.....	Supply of electrical energy to operate its machinery..... Government shipyard.....	Dec. 10, 1923	
Winnipeg.....	Immigration building.....Alterations, etc., to heating system.	Sept. 18, 1923	\$ 12,987 00

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<i>Alberta</i>				
Calgary.....	Customs Exchange Warehouse... Alterations to heating system....	Standard Plumbing and Heating Co., Ltd.	Nov. 13, 1923	\$ 9,500 00
Edmonton.....	Public building..... " " " "	Ideal Plumbing and Heating Co., Ltd.	Nov. 20, 1923	\$ 8,203 00
Grande Prairie.....	Public building..... Post office fittings.....	Harry Leonard Shaver.....	Nov. 20, 1923	\$ 1,475 00
Lethbridge.....	Public building..... Alterations and additions to heating system.	Walker and Holberton.....	Nov. 16, 1923	\$ 6,740 00
<i>Saskatchewan</i>				
Moose Jaw.....	Public building..... Alterations to heating system....	Cotter Bros., Ltd.....	Aug. 31, 1923	\$ 10,900 00
Prince Albert.....	Public building..... " " " "	The Regina Plumbing and Heating Co., Ltd.	Nov. 9, 1923	\$ 2,888 00
Regina.....	Laird warehouse..... Additional works required.....	Poole Construction Company.....	April 6, 1923	\$ 1,252 00
Weyburn.....	Public building..... Alterations to heating system....	Vagg, Wilson and Co.....	Nov. 13, 1923	\$ 4,064 00
	Public building..... " " " "	J. C. Stewart.....	Oct. 22, 1923	\$ 2,400 00
<i>British Columbia</i>				
Bentinck Island.....	Lazaretto..... Huts and buildings and erection of fence.	Eli Hume.....	Nov. 20, 1923	\$ 14,000 00
Bentinck Island.....	Lazaretto..... Construction of maniac leper and attendant hut.	Eli Hume.....	Jan. 26, 1924	\$ 1,795 00
Invermere.....	Telegraph office building..... Construction	A. J. Dobbie and G. H. Cartwright	Sept. 14, 1923	\$ 2,695 00
Victoria.....	Dominion Astrophysical Observatory..... Construction of office building....	Williams, Treise and Williams.....	Dec. 21, 1923	\$ 23,950 00
<i>Arctic Regions</i>				
Arctic Regions.....	Construction of huts for R.C.M.P.	O. Chalfour Inc.....	Mar. 10, 1924	\$ 2,598 71
<i>GOVERNMENT TELEGRAPH LINES</i>				
	Contract for freighting of supplies for Yukon Telegraph Line from Hazelton, B.C.	George M. Belmes.....	May 7, 1923	Flat rate of 22 cents per lb.
" "	" " " "	J. F. Calbreath.....	Aug. 9, 1923	
<i>HARBOURS AND RIVERS</i>				
<i>New Scotia</i>				
Battery Point.....	Breakwater..... Extension.....	The Reid Construction Co.....	Oct. 8, 1923	\$0.121 p.c. ft. of cribwork complete.
Burlington Centre.....	Wharf..... Extension.....	A. E. Cunningham.....	Nov. 29, 1923	Unit prices
Canso.....	Dredging.....	W. F. McFartridge.....	Sept. 17, 1923	\$95.00 per day of 10 working hours and \$5.00 per hour to be deducted from rental rate for 5 hours or more lost at any time due to stress of weather.

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924.—*Concluded*

Works	Names of Contractors	Date of Contract	Amount
HARBOURS AND RIVERS—Continued			
<i>Nova Scotia—Concluded</i>			
Cheticamp..... Dredging eastern harbour en-Class "B" per cu. yd.....	Glasgow Dredging Co., Ltd.....	Nov. 5, 1923	\$0.63 (scow meas.)
Dartmouth..... Pier.....	Halifax Dredging Co., Ltd., and Standard Construction Co., Ltd.	Jan. 23, 1924	Unit prices
Digby..... Dredging in berths between piers.....	St. John Dry Dock and Shipbuilding Co., Ltd.	Feb. 4, 1924	\$1.00 (place meas.)
Ingonish..... Breakwater.....	Thos. D. Morrison.....	Dec. 20, 1923	Unit prices
Lunenburg..... Dredging.....	Acadia Contractors Ltd.....	Aug. 2, 1923	\$9.00 (in situ.)
Meteghan..... Public wharf.....	S. F. Comeau and E. Gaudet.....	Oct. 29, 1923	0.58 (scow meas.)
Pictou..... Dredging C.N.R. Slips at.....	Glasgow Dredging Co., Ltd.....	Sept. 8, 1923	0.12 cents per cu. ft. of cribwork complete.
Pictou Harbour..... (Burnham) Dredging at Morill.....	Atlantic Dredging Co., Ltd.....	Jan. 9, 1924	\$0.70 (scow meas.)
St. Francis Harbour..... Breakwater.....	Naugle and Hiltz.....	Dec. 8, 1923	Unit prices
Windor..... Wharf.....	A. E. Cunningham.....	Oct. 26, 1923	Unit prices
<i>New Brunswick</i>			
Caraque..... Approach to pierhead of Young.....	Thos. P. Charleson.....	Mar. 20, 1924	Unit prices
Cocagne Cape..... Wharf and Approach.....	John McManus Co., Ltd.....	Dec. 26, 1923	Unit prices
Curry's Cove..... Dredging.....	J. A. Gregory.....	Sept. 16, 1923	\$8.00 (barge meas.)
St. John..... Dredging water berths at C.N. Class "B" per cu. yd.....	St. John Dry Dock & Shipbuilding Co., Ltd.	Nov. 24, 1923	\$1.10 " "
R. and Long wharf.....			\$0.31 (scow meas.)
<i>Prince Edward Island</i>			
Beach Point..... Wharf.....	Henry James Phillips.....	Nov. 27, 1923	\$0.01 per cu. yd. for over-tow.
Belle River..... Southern breakwater.....	Wm. Compton and A. J. Ross.....	Sept. 29, 1923	Unit prices

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Quebec		J. E. Collin and T. Beaumont.....	Feb. 5, 1924	Jump sum \$2,800.00 for preparing bottom, etc., and \$3.38 per cu. yd. for cribwork completely filled, including fenders, coping, mooring posts, etc.
Anse Tadoussac.....	Construction of wharf and extension to headblock.....			
Baie St. Paul.....	Wharf.....	Elz. Methot and Nap Fournier.....	Dec. 26, 1923	Unit prices
Berthier (on Bas).....	Dredging on both sides of wharf Class "B" per cu. yd.....	Lachance Limitee.....	Sept. 26, 1923	\$0.60 scow meas.
Boischatel.....	Wharf.....	J. R. and J. Elz. Boulanger.....	Nov. 7, 1923	Unit prices
Cannes-de-Roches.....	Breakwater.....	Arthur Nadeau.....	Dec. 19, 1923	\$2.95 per cu. yd. for cribwork fully ballasted.
Chicoutimi.....	Freight shed office, waiting room and shelter on wharf.....	Alphonse Pedneault.....	Sept. 24, 1923	\$13,555.70
Lanoraie.....	Wharf.....	F. A. Grothe et Fils.....	Oct. 9, 1923	Unit prices.
Lotbiniere.....	Wharf.....	J. E. Lowrey and John Mulhall.....	Oct. 1, 1923	Unit prices
Matane.....	Dredging entrance channel, basin Class "B" per cu. yd.....	Horace Dussault and Co.....	April 5, 1923	\$0-37 (place meas.)
"	and crib-seats for breakwater.....			
"	Construction of wharf and Protection Pilework.....	J. R. and J. Elz. Boulanger.....	Aug. 27, 1923	Unit prices
"	Extension to eastern breakwater.....	J. R. and J. Elz. Boulanger.....	Aug. 27, 1923	\$3.75 per cu. yd. for cribwork complete and stone ballasted.
Matapedia Village.....	Interprovincial bridge across Restigouche River.....	John McLean and Russell Mawlin-ney.....	Aug. 23, 1923	\$2,749.00
Nicolet.....	Dredging channel and basin at... Class "B" per cu. yd.....	E. Dufrsne and A. Marehildon.....	July 9, 1923	\$0.40 (scow meas.)
Pointe-au-Pic.....	Wharf.....	Elz. Methot and Nap. Fournier.....	Sept. 10, 1923	Unit prices
(Murray Bay)				
Pointe-aux-Trembles. Wharf.....	Repairs to headblock.....	Onesime and Jos. Poliquin.....	Nov. 5, 1923	Unit prices
Port-au-Persil.....	Wharf.....	Aristide Maltais.....	Nov. 6, 1923	Unit prices
Quebec.....	Champlain Dry Dock.....	Jobin and Paquet Emg.....	Sept. 7, 1923	\$8,250.00
"	Toilet building.....	Jos. Dorval.....	Sept. 10, 1923	\$10,300.00
"	Louise Embankment (Immg. building). Alterations to iron fencing.....	H. Faustin, Ltd.....	Nov. 5, 1923	\$ 4,512.00
Repentigny.....	Wharf approach.....	Hector Grenier.....	Nov. 10, 1923	Unit prices
Rimouski.....	Old wharf.....	Ludger Lemieux.....	Jan. 22, 1924	Unit prices
Riviere du Loup.....	(Basin)... Dredging basin.....	Lachance Limitee.....	June 20, 1923	\$2.50 (scow meas.)
	Class "A" per cu. yd.....	"		\$0.34 "
Riviere St. Charles... Dredging Channel.....	Class "B" per cu. yd.....	Eastern Canada Stevedoring and General Contracting Co.....	July 5, 1923	\$0.70 place meas. and \$24.70 for pulling and cutting of steel sheet piling, etc., etc.
St. Antoine de Tilley. Wharf.....	Repairs and addition.....	T. Beaumont and J. E. Collin.....	Nov. 7, 1923	Unit prices
St. Barthelemy.....	Wharf and approach.....	F. A. Grothe et Fils.....	Nov. 6, 1923	Unit prices
(Grand Nord).				
Ste Croix.....	Wharf.....	T. Beaumont and J. E. Collin.....	Nov. 7, 1923	Unit prices
Ste. Enclie.....	Dredging basin and channel.....	National Dock and Dredging Corporation, Ltd.....	Aug. 31, 1923	\$0.39 scow meas.
(Lotbiniere Co.)				

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Point Traverse.....	Dredging channel and basin.....	Class "B" per cu. yd.....	Sept. 5, 1923	\$1.10 place meas.
Port Arthur.....	Dredging slips and deepening harbour.	Class "B" per cu. yd.....	Sept. 7, 1923	\$0.35 place meas. and \$1,500.00 for removal of and disposal of temporary pile breakwater.
Port Arthur (Main Harbour) North.	Construction of Rubble Mound Breakwater.....		Nov. 12, 1923	\$1.20 per ton of stone.
Port Hope.....	Dredging harbour and entrance piers.	Class "B" per cu. yd.....	July 4, 1923	\$0.65 (place meas.)
Port Lorne.....	Breakwater.....	Extension.....	Nov. 24, 1923	\$0.10 $\frac{1}{2}$ per cu. ft. of crib-work.
Port Stanley.....	Harbour improvements (east pier and sheet pile wall).		Oct. 29, 1923	Unit prices
St. Mary's River (opposite S.S. Marie)	Dredging.....		June 30, 1923	\$130.00 per day of 10 hours for derrick scow, diver and tug, etc.
Sturgeon Falls.....	Wharf.....	Construction.....	Dec. 21, 1923	Unit prices
Thessalon.....	Breakwater.....	Extension.....	Nov. 8, 1923	Unit prices
Tiffin.....	Dredging in front of elevator.	Class "B" per cu. yd.....	Sept. 10, 1923	\$0.75 (scow meas.)
Tiverton.....	Breakwater.....	Extension.....	Nov. 22, 1923	Unit prices
Toronto.....	Construction of sections T. U. V. W. X. Y. Z. and Z1 and Z2.		Aug. 22, 1923	\$330,000 00
Toronto Island.....	Repairs to breakwater adjacent to southern shore of.		Aug. 30, 1923	\$510.00 per ton of rubble stone for execution of works.
Toronto.....	Dredging eastern entrance channel.	Class "B" per cu. yd.....	Sept. 6, 1923	\$0.50 scow meas.
Toronto.....	Reconstruction of 478 ft. of superstructure of east pier of eastern channel.		Nov. 19, 1923	Unit prices
Whitby.....	Piers.....	Reconstruction.....	July 19, 1923	Unit prices
Whitby.....	Dredging.....	Class "B" per cu. yd.....	Sept. 4, 1923	\$0.65 place meas.
<i>Manitoba</i>				
Portage la Prairie.....	Construction of outfall extension in re diversion of Assiniboia river.		Dec. 27, 1923	Unit prices
<i>Saskatchewan</i>				
Craven (Last Mountain)	Construction dam.....		Dec. 27, 1923	Unit prices
<i>British Columbia</i>				
Arrow Park.....	Wharf.....	Reconstruction.....	Dec. 26, 1923	\$9,450 00
Burrard Inlet.....	Dredging G. T. Pac. Dock.....	Class "B" per cu. yd.....	Dec. 6, 1923	\$0.35 place meas.
Esquimalt.....	Supply and installation of machinery to operate dry dock.....		Feb. 15, 1924	\$ 312,091 00
Fraser's Landing.....	Floating wharf.....	Reconstruction.....	Dec. 27, 1923	\$ 4,789 50

STATEMENT No. 1.—Contracts let by the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—*Continued.*

Works	Names of Contractors	Date of Contract	Amount
HARBOURS AND RIVERS—Continued			
<i>British Columbia—Concluded</i>			
Harrop.....	George Henry Hope.....	Nov. 5, 1923	\$ 7,150 00
New Westminster.....	Fraser River Pile Driving Co., Ltd.	Dec. 27, 1923	\$ 2,964 87
Porpoise Bay.....	Wm. Greenlees.....	Nov. 5, 1923	\$ 3,574 38
Port Renfrew.....	Vancouver Pile Driving and Contracting Co.	Nov. 10, 1923	Unit prices
Renata.....	D. C. Fraser, J. C. Webster and Thos. F. Lean.	Dec. 8, 1923	\$ 7,295 00
Ragged Island.....	The Vancouver Pile Driving and Contracting Co.	Dec. 28, 1923	\$ 7,282 24
Grief Point.....	N. E. Broley and H. F. Martin....	Feb. 23, 1924	Unit prices
Steveston (Fraser River).....	The Vancouver Pile Driving and Contracting Co.	Dec. 28, 1923	Unit prices.
West Nicomen Island-Bank protection.....	John Currie.....	Feb. 5, 1924	Unit prices
Schooner Passage.....	Office dwelling and boat landing.....		
DREDGES, VESSELS AND PLANT			
Docking, cleaning, etc., etc., of Dredge No. 306 "Mastodon".....	Wallace Shipbuilding and Dock Co., Ltd.	June 27, 1923	\$ 13,435 00
Unmooring and towing dredge No. 306 "Mastodon".....	Wallace Shipbuilding and Dock Co., Ltd.	June 27, 1923	Unit prices
Overhauling and repairing of Dredge "Fruhling" No. 303.....	B. C. Marine Engineers and Shipbuilders, Ltd.	Sept. 5, 1923	\$15,490.00 and unit prices
Repairs, renewals, etc., to Tug "Hercules".....	The Toronto Dry Dock Co., Ltd.	Dec. 22, 1923	\$ 5,955 00
Repairs to scows Nos. 14 and 15.....	" " " "	Dec. 22, 1923	\$ 10,378 00
Towing of scows from Goderich to Toronto.....	" " " "	Dec. 22, 1923	\$ 2,300 00

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STATEMENT No. 2.—Of properties purchased or sold by the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924

Date of Conveyance	Vendors	Purchasers	Description of Property	For what Purpose	Area	Price
1923						
April 1.....	His Majesty.....	Merlo, Merlo and Ray, Ltd.	Agreement granting right to remove sand and gravel in St. Clair River, at Sarnia and Point Edward, Ont.	For 1 year.....	.....	Sched. of rates
" 6.....	"	The Drummond St. Landholders.	Release of option in re. emplacement fronting on Drummond st., Montreal, Que.	.....	.....	\$1.00
" 7.....	Frank Currier.....	John A. Miller.....	Assignment and transfer of license to operate ferry between Courtright, Ont., and St. Clair River, Mich., U.S.A.	For 10 years from 1st May, 1921.	.....	\$10.00 per annum.
"	Eastern Canada Stevedoring Co., Ltd.	His Majesty.....	Bill of sale and Declaration of ownership re. "U. Marcotte".	.....	.....	\$1,600 00
" 19.....	His Majesty.....	Thos. H. Cook.....	Permission to erect and maintain stairway to north wall of building on lot adjoining Post Office lot, Sarnia, Ont.	During pleasure of H.M.	.....	No consideration money.
" 27.....	"	The Ottawa Improvement Commission.	Permission to occupy and use of Rideau Hall Grounds, Ottawa, Ont.	For widening of Louise ave. and Princess st. during H.M.'s good pleasure.	.....	.....
May 1.....	Dept. of Public Works.....	Dept. of the Interior.....	Agreement re operation of telegraph and telephone lines included in Railway Belt between Lytton and the west of Revelstoke in the east including Golden, Windmere Dist., B.C.	During good pleasure of both parties.	.....	Schedule of rates.
" 3.....	N. Bawlf Grain Co., Ltd.	His Majesty.....	Sale of parts of water lot at Port Arthur, Ont.	For public slip.....	.....	\$1.00
" 3.....	James Stewart <i>et ux</i>	"	Sale of parts of water lot at Port Arthur, Ont.	For public slip.....	.....	\$1.00
" 21.....	Hermas Archambault.....	"	Release of all claims in connection with the construction of sewerage pipe, St. Antoine de Padoue, Que.	.....	.....	\$140 00
" 29.....	Notice of Abandonment.....	"	Abandonment of certain land at Canning, N.S.	Public building site.....	.....	.....
" 30.....	Amédée Tremblay.....	His Majesty.....	Sale of land at Nicomen Island, B.C.	Re Dam No. 3.....	2.15 acres.....	\$150.50
June 8.....	Notice of abandonment.....	"	Abandonment of part of lot No. 9 adjoining westerly limit of Con. 9, Peterborough, Ont.	Peterborough Dry Dock.....	.....	.....
" 12.....	Manasha Lavut.....	His Majesty.....	Sale of emplacement at s.w. cor. of Pine ave. and Arcade st., Montreal, Que.	Government purposes.....	.....	\$87,500.00
" 13.....	Prov. Gov't. of New Brunswick.	Dominion Gov't.....	Transfer of "Old Highway Bridge" and site thereof at St. Nicholas River, N.B.	Approach to public wharf.....	.....	Free transfer

STATEMENT No. 2.—Of properties purchased or sold by the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—*Continued*

Date of Conveyance	Vendors	Purchasers	Description of Property	For what Purpose	Area	Price
1923						
June 19.....	Municipal Corporation of City of Port Arthur and The Board of Park Management.	His Majesty.....	Deed of land being that portion of water lot V.P. Township of McIntyre, Port Arthur, Ont.	Dredging elevator slip.....	.....	\$1.00
" 21.....	F. W. M. Reid.....	".....	Sale of land at Gabarus, N.S.....	Right-of-way to break-33ft. by 184 ft. water.	.....	\$500.00
" 23.....	The Equitable Investment Corporation Ltd.	".....	Grant of land on each side of southeast passage of Halifax Harbour, N.S.	Seaplane stn. at eastern Passage.	.....	\$2,000.00
" 25.....	Allen Manufacturing Co., Ltd.	".....	Release and discharge from all leases, etc., in connection with premises in "Allen Building", Toronto, Ont.	.....	.....	\$813.80
" 28.....	P. Lyall and Sons Cons. Co., Ltd.	".....	Release for all claims in re contract for Parliament Buildings, Ottawa, Ont.	.....	.....	\$253,217.79
July 6.....	N. Fournier and Elz. Methot.	".....	Release for all claims in re contract for extension to eastern wharf, Grosse-Isle, Que.	.....	.....	\$2,700.00
" 13.....	The Upper Ottawa Improvement Co., Ltd.	".....	Abandonment of certain water lot on Ottawa river and portion of Calumet channel opposite lots 14, 15, 16, and 17 of 1st Range on Ottawa river at and near Grand Calumet Falls, Que.	.....	.....	\$8,500.00
" 17.....	His Majesty.....	Ottawa and Hull Power and Manufacturing Co., Ltd.	Quit claim deed re certain water lots and islands in Ottawa river at and near Grand Calumet Falls, Que.	.....	.....	\$48,342.83
" 17.....	Personal representative of Paul Raymond (Jos. A. Talbot).	His Majesty.....	Release in re contract for construction of line of cribwork and dredge at tidal basin Rimouski, Que.	.....	.....	\$700.00
" 18.....	Miss Kristilgorg Gudmundson.	".....	Certificate of Title re parcel of land, part of block "J" and release re same, Winnipegosis Village, Man.	Moisy River wharf.....	.....	\$510.00
" 23.....	His Majesty.....	George C. Shore.....	Grant of parcel of land and premises being lot 26, block 3, Fort Qu'Appelle, Sask.	.....	.....	\$2,500.00
Aug. 1.....	".....	Can. Pac. Railway Co.	Surrender of Agreement re siding at Christie st. Hospital, North Toronto, Ont.	.....	.....	Free transfer
" 22.....	John Boyle <i>et al.</i>	His Majesty.....	Grant of land part of lot No. 17, n.e. cor. of Main and St. Catherine sts., Alexandria, Ont.	Government purposes.....	.....	\$75.00
" 23.....	Prov. Government of British Columbia.	Dom. Government.....	Transfer of wharf at Greata, Yale District, B.C.	.....	.....	Free transfer
" 27.....	James McNeill and wife.....	His Majesty.....	Deed of land being on lot or township No. 64, Beach Point, P.E.I.	Site for wharf.....	\$75.00

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" 30.....	George E. Gravel.....	"	Release for damages caused to boat "St. Jean Baptiste" on St. Charles River, Que.	\$80 00
" 31.....	W. H. Nichols.....	"	Bill of sale in re tug boat "Suchen"	.....	\$3,500 00
Sept. 1.....	Fenwick L. Kelly <i>et al.</i>	"	Deed of sale and release in re land and land covered by water at Upper North Sydney, N.S.	North Sydney Airship Station.	\$11,066 00
" 2.....	Citadel Brick and Paving Block Co., Ltd.	"	Agreement to provide site and right of way thereto for construction of wharf at Boischatel, Que., and during construction or at completion of said wharf to pay to His Majesty one-third of cost of same provided such amount does not exceed...	Re Wharf at Boischatel.	
" 4.....	Andrew W. Caswell.....	"	Sale of frame building, Saskatoon, Sask....	Government purposes.....	\$8,000 00
" 6.....	J. B. Bertrand (engineer master).	"	Release for injuries received while employed on Dredge P.W. No. 116.	Government purposes.....	\$21,469 80
" 10,	Corporation of City of Port Arthur.	"	Quit claim deed re strip of land covered with water extending from water lot line to harbour line in front of land leased to Thunder Bay Pulp and Paper Co., Port Arthur, Ont.	Elevator slip.....	\$500 00
" 17.....	His Majesty.....	Hydro Electric Power Commission.	Permission to occupy Government lands for Service Ground, Burlington Channel, Ont.	During pleasure.....	\$1 00
" 17.....	"	Corporation of City of Ottawa.	Agreement re rounding cor. of Public streets at intersection of Lisgar and Dufferin roads, Rideau Hall Grounds, Ottawa, Ont.	During pleasure.....	No consideration money.
" 20.....	"	Eastern Canada Stevedoring and General Contracting Co.	Bill of sale re scow suction dredge.....	.....	\$5,000 00
" 23.....	"	Richmond Telephone Co.	Permission to use telegraph poles from Hawkesbury Port to Kempt Road, C.B., N.S.	During pleasure.....	No consideration money.
Oct. 1.....	L. A. Dugal.....	His Majesty.....	Sale of land, Edmundston, N.B.....	Government purposes.....	\$8,000 00
" 1.....	Buffalo and Fort Erie Steamship Co., Ltd.	Erie Beach Co., Ltd.	Assignment of license to operate ferry across Niagara River, between Village of Fort Erie, Ont., and City of Buffalo, N.Y.	.....
" 2.....	Certificate of Title.....	His Majesty.....	Certificate of Title re lots Nos. 2 and 3, Block "K", Townsite of Invermere, B.C.	Site for Telegraph Office building.	
" 2.....	La Cie de Navigation Quebec and Lotbiniere Ltée.	"	Sale of parcels of land and buildings being part of lot No. 56, Parish of St. Croix, Que.	Site for wharf.....	262,631 sq. ft. more or less.
" 12.....	Stanley McCutcheon and wife, Murdoch McCutcheon and wife.	"	Sale of land and land covered with water together with wharf, etc., Sonora, N.S.	.....	1.5 acre.....
" 15.....	Notice of Abandonment..	"	Abandonment of 3 pieces of land lying in lot No. 17, Con. 2, Toronto, Ont.	.....
" 19.....	The Ottawa Wine Vault Co., Ltd.	His Majesty.....	Sale of land and premises being part of lot No. 4 and whole of lot No. 5, north side of George st., Ottawa, Ont.	Government purposes.....	\$116,000 00

STATEMENT No. 2.—Of properties purchased or sold by the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—*Continued.*

Date of Conveyance	Vendors	Purchasers	Description of Property	For what Purpose	Area	Price
Oct. 21.....	Lars E. Wickham.....	"	Sale of land being part of lot No. 10, Bannockfield, B.C.	Access to Post Office.....	.....	\$1 00
" 23.....	Can. Pac. Railway Co.....	"	Transfer of wharf at Balfour, B.C.	.....	.....	Free transfer.
" 24.....	Alphonse Savard.....	"	Sale of lot No. 708, Main st., Loretteville, Que.	Site for public building.....	5,940 sq. ft. more or less.	\$4,800 00
" 26.....	His Majesty.....	F. A. Douglas.....	Grant of land being that certain lot No. 11, Block 14 and buildings thereon at Mootla, Sask.	.....	.....	\$900 00
" 27.....	Robt. Roy <i>et al.</i>	His Majesty.....	Sale of land at Mill Cove, N.S.	Right-of-way to break-water.	.....	\$50 00
Nov 10.....	Notice of Expropriation.....	"	Expropriation of land (beach lot) at Port-au-Persil, Que.	Right of way to proposed wharf.	.....	.....
" 13.....	"	"	Expropriation of parcel of land between Main st. and Kofilecreek and to the east of Government pier at Port Stanley, Ont.	.....	.....	.....
" 15.....	Ludger Lafond.....	His Majesty.....	Sale of 5 pieces of land being part of lot No. 40, R. 3., lot 39-R. 4., and 40-R. 4., Tp. of Latulippe, Que.	Quinze Lake Dam.....	12.80 acres.....	\$518 75
" 16.....	W. S. Loggie Co., Ltd.....	"	Deed re parcel of land in Village of Shippegan, N.B.	Site for public wharf.....	.....	\$1 00
" 19.....	The Town of St. Stephen.....	"	Quit claim deed re parcel of land, a wharf and wharf at St. Stephen, N.B.	.....	.....	\$1 00
" 19.....	Sophia Bucknall and Roy Bucknall.....	"	Release in full for past, present and future damages to $\frac{1}{2}$ of lot No. 9 and part of lot No. 10, Concession 6, Township of Harris, Temiskaming, Ont.	Temiskaming Dam.....	.....	\$1,298 00
" 22.....	Marie Nolin Lemoine.....	"	Release in re expropriation of land known as lot No. 44, Natashquan, Que.	.....	3.1 acres.....	\$103 63
" 28.....	Irvine Ingalls and wife.....	"	Sale of wharf and lands on northern shore of Grand Harbour, N.B.	Site for wharf.....	.....	\$3,500 00
" 30.....	His Majesty.....	Charlotte E. R. McAdam.....	Grant of certain portion of river lot No. 6, Victoria Settlement, Alta.	Private enterprise.....	.....	\$100 00
" 30.....	Burrard Dry Dock Co., and Montreal Trust Co.	His Majesty.....	Assignment of $\frac{1}{3}$ yearly payments in re Security Agreement in connection with Dry Dock, at Burrard Inlet, Vancouver, B.C.	.....	.....	.....
Dec. 2.....	Jos. D. Pressault <i>et ux.</i>	"	Deed of certain wharf on Ottawa river opposite "Charlotte road" with store-houses, etc., St. Thomas d'Alfred, Ont.	.....	.....	\$700 00
" 7.....	His Majesty.....	Corporation of City of Lethbridge.	Grant of land and premises known as "Old Land Office building site," Lethbridge, Alta.	125 ft. by 137 $\frac{1}{2}$ ft.	\$5,000 00

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" 13.....	"	Canadian Northern Realties, Ltd.	Grant of land and premises, being the eastern portion of lot No. 18 w. side of south Water st., Port Arthur, Ont.....	Private enterprise.....		\$4,600 00
" 14.....	Wm. A. Lampert, barrister, Howard B. McConnell (Canadian Contract Syndicate).	His Majesty.....	Assignment of lease of premises north of ravine and running to shore of Harbour, Thessalon Harbour, Ont.	For 1 year from 26th Nov. 1923.		\$150 00 per annum.
" 15.....	Notice of Expropriation.....		Expropriation of part of lots Nos. 18 and 20 in Con. 2, from the Bay with 2 storey house, Toronto, Ont.	Seed Branch for Dept. of Agriculture.	1,946 sq. ft. more or less.	
" 21.....	Narcisse Dufresne.....	His Majesty.....	Conveyance of land being part of cadastral lot No. 53, Fox River, Caspe County, Que.	Freight shed.....	1,152 sq. ft.....	\$300 00
" 22.....	Notice of Expropriation.....		Expropriation of part of land w. of 15th Con. Tp. of Dover, Ont.	Government purposes.....	1/8 acre.....	
" 22.....	L. J. A. Chevron.....	His Majesty.....	Sale of tract of land being part of cadastral No. 19, Parish St. Germain de Rimouski, (Father Point), Que.	Health Dept.....	23,205 sq. ft.....	\$3,875 00
" 27.....	Dame Marie M. Delisle (Menard).	"	Sale of land being the n.w. part of lot No. 15, Roberval, Que.	Site for wharf.....	42 ft. by 150 ft.	\$100 00
" 28.....	Notice of Expropriation.....		Expropriation of parcel of land at Jackson's Point, Ont., also warehouses and wharf adjacent thereto.	Site for wharf and harbour.	0.23 acre more or less.	
1924						
Jan. 2.....	Georgian Bay Lumber Co. Ltd.	His Majesty.....	Deed of land part of original allowance for road between lots Nos. 10 and 11 and part of lot 11, all in 11th Con., Tp. of Tay, Simcoe Co., Ont., including wharf bordering thereon.	Government purposes.....		\$1,000 00
" 5.....	Dept. of the Interior.....	Dept. of Public Works	Transfer of certain parcel of land in surrendered portion of Cumberland Indian Reserve, No. 20, Province of Saskatchewan.		15 acres more or less.	Free transfer.
" 10.....	Notice of Expropriation.....		Expropriation of land and property at Bay-side, N.B.	Government purposes.....	1 1/2 acres more or less.	
" 15.....	Dept. of Public Works.....	Municipality of Sturgeon Falls.	Agreement re transfer of public wharf, wharf lane at Sturgeon Falls, Ont.			
Feb. 2.....	Succession J. J. McWilliams.	His Majesty.....	Sale of land part of cadastral No. 22 of Parish of Father Point, Que., also buildings on said land.	Health Dept.....	21,537 sq. ft. more or less.	\$5,000 00
" 11.....	Citadel Brick and Paving Block Co., Ltd.	"	Donation of piece of land on lot No. 309 of official cadastral for Parish of L'Ange Gardien, Que., also strip of land for road to be constructed from end of public road to site of proposed wharf, at Boischatel, Que.	For wharf.....	66,000 sq. ft., eng. meas.	
" 24.....	Notice of Expropriation.....		Expropriation of land at Cocagne Bay, N.B.	Right of way to break-water.		
Mar. 11.....	Certificate of Title.....	His Majesty.....	Certificate of Title and transfer of land (tract of foreshore) Skeena River, Coast Range 5, Lot No. 445, Block 6, Haysport, B.C.	Floating wharf.....	1.12 acre.....	Free transfer.

STATEMENT No. 2.—Of properties purchased or sold by the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—*Continued.*

Date of Conveyance	Vendors	Purchasers	Description of Property	For what Purpose	Area	Price
Mar. 22.....	His Majesty.....	City of Toronto.....	Grant of parcel of land, part of lot No. 5, Toronto, Ont.	.....	.....	Free grant.
" 25.....	Thomas F. Helgesen.....	His Majesty.....	Certificate of Title re part of section 5, Metchoosin Dist., (William Head, B.C.)	William Head Quar. Station.	0.42 acre.....	\$974 46
The following items were received too late for insertion in last year's Annual Report 1922-1923.						
1916						
Oct. 31.....	Notice of Expropriation...	.....	Expropriation of land at Tuft's Cove, Halifax, N.S.	Proposed new dry dock.....	.....	.....
1922						
Feb. 28.....	David Bell.....	His Majesty.....	Release for all claims for loss of freight through collapse of wharf at New Massett B.C.	.....	.....	\$217 75
May 22.....	Corporation of Districts of North and South Vancouver.	"	Receipt in full settlement of $\frac{1}{3}$ of total outlay re repairs to Marine Drive Bridge over Capilano River, B.C.	.....	.....	\$10,687 13
Dec. 15.....	Joseph Cadieux.....	"	Release for all damages caused to lot No. 34, R. 2., Township of Guigues, Que.	Teniskaming Reservoir Dam.	\$30 22

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STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—Continued

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1923 April 1.....	His Majesty.....	La Cie du Téléphone du Nord Limitée.	Agreement to operate Government Telephone Line between North Temiskaming and Kippewa Dam, Ont.	.....	10 years from 1st April, 1923.	Government to pay \$2,000.00 for 1st 5 years and \$1,000.00 for 2nd 5 years.
" 4.....	Union Bank of Canada.....	His Majesty.....	Lease of 1,050 sq. ft. in rear of "Kerr" of "Union Bank Building", The Pas, Man.	Mining Records, Interior Department.	1 year from 1st Feb., 1923.	\$50.00 per m.
" 6.....	Jacob Nicol, K.C.....	"	Lease of 4 offices and 1 vault on 3rd floor and 100 sq. ft. storage in sub-basement of "Olivier Block", Sherbrooke, Que.	S. S. Board.....	2 years from 1st May, 1923.	\$1,400 per ann.
" 9.....	Sam. Joshua Holder.....	"	Lease of ground floor of 2 storey wooden building on Newman St., St. John, N.B.	Marine and Fisheries.....	1 year from 16th March, 1923.	\$180 per ann. (renewable)
" 10.....	Pheasey and Batson.....	"	Lease of 350 sq. ft. in offices Nos. 201 and 202 on 5th floor and 80 sq. ft. in rear of ground floor of "Alexandra Block", Edmonton, Alberta.	Weights and Measures T. & C Dept.	2 years from 31st March, 1923.	\$45 per m.
" 10.....	McDougal's, Ltd.....	"	Lease of premises No. 105, Murray st., Ottawa, Ont.	Storage for Government Printing Bureau.	From 1st May, 1923, to 1st May, 1924.	\$2,300 per ann.
" 11.....	Mrs. Odile Lavoie (wife of J. Oct. Normand).	"	Lease of basement and 1st floor of Postal Station "N", No. 116 Letourneau st., Maisonneuve, Que.	Post Office.....	1 year from 1st May, 1923.	\$780 per ann.
" 11.....	Dominion Fish and Fruit Co., Ltd.	"	Lease of ground floor of "Dominion Building" Quebec, Que.	Postal Station "B".....	5 years from 1st May, 1923.	\$4,500 per ann.
" 19.....	Robertson Mason.....	"	Lease of loft over building with separate outside staircase on west side of King st., Powassan, Ont.	National Defence.....	2 years from 1st Feb., 1923.	\$60 per ann.
" 19.....	La Sauvegarde.....	"	Lease of offices on south east cor. of roof of "La Sauvegarde Building", Montreal, Que.	Signal Service, (Marine & Fisheries.	1 year from 1st May, 1923.	\$475 per ann.
" 19.....	Kenneth Alex. McLeod.....	"	Lease of rooms Nos. 301 to 305 incl. on 3rd floor of "McLeod Block", Edmonton, Alberta.	S.C.R. Dept.....	2 years from 1st Dec., 1922.	\$315 per ann.
" 19.....	Thos. Duncan McFarlane.....	"	Lease of "Imperial Garage" No. 208 Sparks St., Ottawa, Ont.	National Defence Dept.	1 year from 1st May, 1923.	\$6,116.70 per ann.
" 19.....	The Community of Sisters of Charity of General Hospital "Grey Nuns."	"	Lease of ground floor and part of basement in building, No. 23, Jeanne Mance st., Montreal, Que.	" "	1 year from 1st May, 1923.	\$225 per m.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—Continued.

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1923						
April 19.....	Patrick Labelle.....	"	Lease of ground floor stores and 3 upper floors and basement in "Labelle Building", cor. Dalhousie and George sts., Ottawa, Ont.	Interior Dept.....	1 year from 15th April, 1923.	\$24,200 per ann.
" 23.....	W. R. Broek Co., Ltd.....	"	Lease of 107 sq. ft. on 4th floor of "Booth Building", Ottawa, Ont.	Purchasing Commission of Canada.	From 1st May, 1923, to 1st Nov., 1923.	\$10 per m.
" 26.....	Daniel Vincent Doyle.....	"	Lease of 2 stores in front of building, and 2 large rooms in rear of same, at Belleville, Ont.	Inspector of Taxation, (Finance Dept.).	1 year from 1st June, 1923.	\$1,826.72 per ann.
" 26.....	Canada Permanent Mortgage Corporation of Toronto.	"	Lease on space on front part of 3rd floor of Canada Permanent Building, Winnipeg, Man.	Railway Commission of Canada.	1 year from 21st May, 1923.	\$145 per m.
" 27.....	Mrs. Isaie Pilon (widow).....	"	Lease of 1st floor of central part of 2 storey brick building on south side of Ste Anne st., Ste Anne de Bellevue, Que.	Post Office.....	1 year from 1st May, 1923.	\$420 per ann. (Renewable)
" 30.....	Enderton Investment Co., Ltd.	"	Lease of all that portion on 2nd floor up from street in "Enderton Building", Winnipeg, Man.	S. S. Board.....	1 year from 1st May, 1923.	\$5,040 per ann.
" 1.....	Executors of Estate of late Sam. S. Sharpe.	"	Lease of ground floor and basement of central portion of building, Transcona, Man.	Post Office.....	1 year from 1st May, 1923.	\$720 per ann.
" 1.....	Prov. Government of British Columbia.	Dom. Govern-ment.	Lease of building formerly occupied by Land Registry Office on part of block 21, Sec. 1, Prince Rupert, B.C.	National Defence Dept.	3 years from 1st May, 1923.	\$50 per m.
" 4.....	Lt.-Col. Jas. A. Smith.....	His Majesty.....	Lease of 2 storey frame building, Estevan Sask.	"	1 year from 1st April, 1923.	\$480 per ann. (Renewable)
" 7.....	Belgo-Canadian Realty Co., Ltd.	"	Lease on top floor of "Westmount Commercial Building", Westmount, Que.	"	1 year from 1st May, 1923.	\$1,500 per ann.
" 7.....	His Majesty.....	The Pacific Cons. Co., Ltd.	Agreement re hiring of dredge scows Nos. 305 and 306.	Re repair work Esqui-malt Dry Dock.	1 month, more or less.	\$12.75 per day scows are in their pos-ses-sion.
" 8.....	Board of Park Commissioners	His Majesty.....	Lease of portion of "Recreation Grounds", Gamble st., Vancouver, B.C.	Non-permanent active militia.	3 years from 1st April, 1923.	\$300 per ann.
" 11.....	Wm. Henry McAuliffe.....	"	Lease of "Peerless Box Co. Building", cor. Queen and Bridge sts., Ottawa, Ont.	National Defence Dept.	5 years from 1st May, 1923.	\$3,400 per ann.
" 12.....	Demitre Tsiucas.....	His Majesty.....	Lease of part of ground floor and all of 1st floor in building, Nos. 353 and 355 Craig st. west, Montreal, Que.	Immigration and Colon-ization.	From 5th Feb., 1923, to 30th April, 1925.	\$150 per m.
" 12.....	Navy League of Canada.....	"	Lease of "Navy League Auditorium", Van-couver, B.C.	National Defence Dept.	5 years from 31st March, 1923.	\$4,800 per ann.

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May 14.....	The Ottawa Terminals Railway Co.	"	Lease of additional space on 1st floor of "Central Station Building", Ottawa, Ont.	Board of Railway Commissioners.	6 months from 1st June, 1923.	\$356 per ann.
" 15.....	James Murphy.....	"	Lease of full size basement (excepting portion taken up by heating plant) in building No. 114 Simpson st., Fort William, Ont.	National Defence Dept.	1 year from 23rd June, 1923.	\$225 per m.
" 15.....	The Standard Bank of Canada	"	Lease of 1st room at head of stairs on 1st floor of "Standard Bank Building", Belleville, Ont.	Health Dept.	1 year from 1st June, 1923.	\$17.50 per m.
" 18.....	The Canadian City Town Properties, Ltd.	"	Lease of rooms Nos. 215 and 217 on ground floor of "York Building, Saskatoon, Sask.	Customs and Exchange Warehouse.	1 year from 5th June, 1923.	\$1,500 per ann.
" 18.....	William George Miller.....	"	Lease of 40 ft. on lot and 3 rooms on ground floor of building, Main st., Stellarton, N.S.	Post Office.....	3 years from 1st May, 1923.	\$650 per ann.
" 19.....	William R. Goulden.....	"	Lease of "Goulden Hotel", Cor. Sussex and Water sts., Ottawa, Ont.	Archives Branch (Board of Historical Publications)	1 year from 24th April, 1923.	\$1,680 per ann.
" 22.....	Hector Grothe.....	"	Lease of 1st floor of building on St. Denis st., Montreal, Que.	Postal Station "R" (St. Denis' Ward).	2 years from 1st May, 1923.	\$1,200 per ann.
" 23.....	Frederick Szanciat.....	"	Lease of upper floor of building on s.w. cor. of Pender and Howe sts., Vancouver, B.C.	National Defence Dept.	2 years from 1st April, 1923.	\$3,000 1st year and \$3,300 2nd year.
" 25.....	Royal Bank of Canada.....	"	Lease of portion of 1st floor in 3 storey brick building No. 450 King st., west, Toronto, Ont.	Postal Station "B".....	5 years from 1st June, 1923.	\$1,500 per ann.
" 28.....	Allan Bronfman.....	"	Lease of office suite No. 401 on 4th storey of "Canada Block", Winnipeg, Man.	Labour Dept.....	1 year from 1st May, 1923.	\$780 per ann. (renewable)
" 29.....	Royal Bank of Canada.....	"	Lease of basement, 2nd, 3rd, 4th, and 5th floors of "Royal Bank Building", Ottawa, Ont.	Various depts. of Federal Administration.	1 year from 1st May, 1923.	\$15,050 per ann.
" 30.....	Ceo. C. Silcock, executor of Estate of John Withell.....	"	Lease of basement and ground floor of "Old Stanley Church", Montreal, Que.	National Defence Dept.	1 year from 1st May, 1923.	\$6,000 per ann.
" 30.....	Emma and Alice Hart.....	"	Lease of entire ground floor of 1½ storey building, Edmundston, N.B.	Post Office.....	1 year from 1st June, 1923.	\$660 per ann.
June 1.....	The Can. Northern Railway Co.	"	Lease of 50 sq. ft. on ground floor of "Sleeping and Dining Car Building," Edmonton, Alberta.	Sorting mails in transit.....	From non-to-mon. from 1st June, 1922.	\$46.85 per ann.
" 1 ..	Governor and Company of Adventurers of England, Hudson's Bay Company.	"	Lease of lands and premises in Company's Reserve, Athabasca Landing, Alberta.	Immigration Dept.....	From 1st June, 1923 to 1st of June, 1928.	\$15.00 per ann.
" 1 ..	Municipality of town of Orangeville.	"	Lease of 3 rooms in "Old Town Hall" now called "Opera House", Orangeville, Ont.	National Defence Dept.	5 years from 1st June, 1923.	\$120 per ann.
" 6.....	Imperial Canadian Trust Co.	"	Lease of rooms Nos. 510 and 511 in "Canada Building", Saskatoon, Sask.	S.C.R. Dept.....	1 year from 1st May, 1923.	\$1,816.70 per ann.
" 11.....	Hon. Frank Carrel.....	"	Lease of top floor of 3 storey and basement store concrete, etc., building, corner of Fabrique st. and Chauveau ave., Quebec.	Dept. of Agriculture.....	5 years from 1st May, 1923.	\$2,400 per ann. (Renewable).
" 14.....	His Majesty.....	Zenon Laniel.....	License to operate ferry across Ottawa river between Fasset, Que., and St. Thomas d'Alfred, Ont.	Priv. enterprise.....	3 years from 1st May, 1923.	\$10 per annum.
" 16.....	G. W. Veterans' Association, Regina.	His Majesty.....	Lease of 3rd floor of "G.W.V. Building", at Regina, Sask.	S.C.R. Pensions Dept.	1 year from 1st March, 1923.	\$4,650 per ann. (renewable).

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—*Continued*

Date of Lease	Lessors	Leasees	Description of Property	For what Purpose	Duration of Lease	Rental
1923 June 18.....	His Majesty.....	The Megantic Broom Manufacturing Co., Ltd.	Lease of "Old Public Wharf" known as "Old Megantic Wharf", Agnes, Que.	Private enterprise.....	During H.M.'s pleasure.	\$1 per ann.
" 19.....	The Corporation of Town of Campbellford.	His Majesty.....	Lease of "Ogilvie House Property", at Campbellford, Ont.	National Defence Dept.	3 years from 6th March, 1923.	\$120 per ann. (renewable).
" 23.....	S. and R. T. Williamson.....	"	Lease of w. $\frac{1}{4}$ of 1st and whole of 2nd floor of "Williamson Block", Edmonton, Alberta.	S. S. Board.....	1 year from 28th Feb., 1923.	\$7,320 per ann.
" 23.....	F. Wilbur.....	"	Lease of 77½ sq. ft. of ground floor of 3 storey building on Main st., Moncton, N.B.	Post. Office Dept.....	1 year from 13th June, 1923.	\$1,200 per ann.
" 25.....	Samuel Magder.....	"	Lease of brick building on Canal st., Dunnville, Ont.	National Defence Dept.	1 year from 1st March, 1923.	\$10 per m.
" 25.....	Berlin Rink and Auditorium Co., Ltd.	"	Lease of space on ground floor and use of basement in "Auditorium Block", Kitchener, Ont.	Customs Exchange Warehouse.	2 years from 14th July, 1923.	\$150 per m.
" 28.....	His Majesty.....	A. Octave Fiset.	Lease of 1st floor and part of 2nd floor with entrance from ground floor in St. Sauveur Postal Station, Quebec, Que.	Living Quarters.....	During H.M.'s pleasure from 1st Mar., 1923.	\$35 per m.
" 30.....	The Corporation of the City of Granby.	His Majesty.....	Lease of "Armoury" at Granby, Que.....	National Defence Dept.	1 year from 3rd May, 1923.	\$600 per ann.
" 30.....	Robt. Matthews.....	His Majesty.....	Lease of 2 rooms in "Maritime Building", New Glasgow, N.S.	National Defence Dept.	From 1st Jan., 1923, to 31st Dec., 1923.	\$120 per ann.
" 30.....	St. Croix Rink, Ltd.....	"	Lease of 2nd floor front end of "St. Croix Skating Rink", St. Stephen, N.B.	"	5 years from 1st May, 1923.	\$200 per ann.
July 3.....	The City of Medicine Hat.....	"	Lease of "No. 1 Fire Hall", Medicine Hat, Alberta.	"	5 years from 1st April, 1923.	\$2,000 per ann.
" 3.....	John E. Parrott.....	"	List of 1 storey frame building at Saltcoats, Sask.	"	1 year from 1st July, 1923.	\$180 per ann.
" 3.....	Frederick Austin Blain.....	"	Lease of rooms Nos. 301 to 310 inclusive, in "Comaught Block", Saskatoon, Sask.	S. S. Board.....	2 years from 1st July, 1923.	\$4,512 per ann.
" 4.....	His Majesty.....	Hawkesbury Lumber Co.	Lease of tug "Daisy".....	.....	From date when tug is taken over until 15th Nov., 1923.	\$55 per week.
" 4.....	City of Calgary.....	His Majesty.....	Lease of ground floor and loft over same in frame stable, 9th Ave. west, Calgary, Alberta.	National Defence Dept.	From 2nd Mar., 1923, to 4th July, 25.	\$180 per ann.

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July	The Canadian National Railway Co.	"	Lease of portion of floor space of building known as "Pier 2", Halifax, N.S., (Deep water terminus).	"	"	From 1st June, 1920, to 31st May, 1925.
" 12	Chas. W. Fawcett and H. M. Wood.	"	Lease of 1st and 2nd floors of 2 storey wooden building, west side of Crescent st., Sackville, N.S.	"	"	1 year from 1st July, 1923.
" 14	D. B. Graham (of D. B. Graham and son).	"	Lease of upper storey of 2 storey and basement, brick building, at Pilot Mound, Mun.	"	"	1 year from 1st June, 1923.
" 23	Belleville Club, Ltd.	"	Lease of two rooms and use of hall in rear and lavatories on ground floor of building, cor. Bridge and Pinnacle sts., Belleville, Ont.	Trade and Commerce	"	1 year from 1st June, 1923.
" 30	Louis Ernest Paquin	"	Lease of part of 1st floor in 2 storey frame building, cor. Bridge and St. Lambert sts., Bromptonville, Que.	Post Office	"	5 years from 1st May, 1923.
" 31	His Majesty	Lionel LeBel	Lease of wharf property now used as public wharf at Woodland, (Bellevue) Que.	Private enterprise	"	During H.M.'s good pleasure, from 31st July, 1923.
" 31	Kindersley Lodge No. 86, A.F. & A.M.	His Majesty	Lease of ground floor in frame building, at Kindersley, Sask.	National Defence Dept.	"	2 years from 1st July, 1923.
Aug. 1	Municipality of Dutton	"	Lease of space of ground floor of "Memorial Hall", Dutton, Ont.	Post Office	"	5 years from 1st Aug., 1923.
" 1	Canadian Pacific Railway Co.	"	Agreement re leasing of siding at Christie st. Hospital, North Toronto, Ont.	Government purposes	"	From 1st Aug., 1923.
" 2	London and British North America Co., Ltd.	"	Lease of offices Nos. 418, 419 and 420 in "Duncan Building", Vancouver, B.C.	Dept. of Agriculture	"	3 years from 1st Aug., 1923.
" 2	Independent Van and Storage Co., Ltd.	"	Lease of entire ground floor of building No. 780 Beatty st., Vancouver, B.C.	S. C. R. Dept.	"	3 months from 16th July, 1923.
" 21	MacLaren Hall Committee	"	Lease of "MacLaren Hall Building, Alexandria, Ont.	Government purposes	"	1 year from 3rd Sept., 1923.
" 21	Elijah F. Hankinson	"	Lease of Garage lot and 1½ storey building, at Weymouth, N.S.	National Defence Dept.	"	3 years from 1st July, 1923.
" 21	William Barsby Martin	"	Lease of rooms Nos. 1, 2, and 3, in "Old Dance Hall", Dewinton, Alberta.	"	"	2 years from 1st April, 1923.
" 22	The Ottawa Building Co., Ltd.	"	Lease of "Nagle Building", Nos. 98-100, south side of Wellington st., Ottawa, Ont.	Government purposes	"	1 year from 1st May, 1923.
" 22	Hon. A. L. Langman	"	Lease of "Fairbanks-Morse Building" or "Col. Belcher Hospital", Calgary, Alberta, niper, Man.	S.C.R. Dept.	"	1 year from 1st July, 1923.
" 22	W. H. Lemox	"	Lease of westerly ½ of "Quinte Block", Winnipeg, Man.	Postal Station "K"	"	2 years from 1st June, 1923.
" 23	Saskatchewan Co-Operative Creameries, Ltd.	"	Lease of "Creamery Building" and part of basement, etc., Regina, Sask.	National Defence Dept.	"	1 year from 1st Aug., 1923.
" 24	The Canadian City and Town Properties, Ltd.	"	Lease of one room on 1st floor of "York Building", Saskatoon, Sask.	Customs & Excise Dept.	"	1 year from 1st July, 1923.
" 27	Mrs. E. M. Pratt	"	Lease of 1st and 2nd floors of 2 storey brick building, No. 74, Union st. St. John, N.B.	S.C.R. Dept.	"	1 year from 15th Aug., 1923.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—*Continued*

Date of Lease	Lessor	Lessee	Description of Property	For what Purpose	Duration of Lease	Rental
1923 Aug. 20.....	Max Susman.....	"	Lease of "Cohen Building", south side of Catarqui st., Kingston, Ont.	National Defence Dept.	6 months from 15th Sept., 1923.	\$2,830 per ann. (renewable).
" 31.....	William McWilliam Inc.....	"	Lease of southerly 1/4 of ground floor of 3 storey building, corner D'Auteuil and Elgin sts., Quebec, Que.	"	1 year from 1st Sept., 1923.	\$675 per ann.
Sept. 1.....	J. A. Hallier and Royal Trust Company.	His Majesty.....	Lease of rooms Nos. 1 to 7 inclusive, and 9, 10, and 11, on 1st floor and basement of "Mortlake Block", Edmonton, Alta.	Post Office Dept.	3 years from 1st Jan., 1923.	\$7,490 per ann.
" 4.....	The Royal Bank of Canada....	"	Lease of room "701" on 2nd floor of "Royal Bank Building", Kitchener, Ont.	Finance Dept.	From month to month, from 1st Aug., 1923.	\$600 per ann.
" 5.....	Canadian Bible Society.....	"	Lease of easterly 1/2 of "Bible House", Winnipeg, Man.	Weights and Measures (T. & C.)	1 year from 1st July, 1923.	\$1,000 per ann.
" 6.....	Mrs. Annie J. Martin (wife of W. H. Martin).	"	Lease of 3 floors and basement of "Martin Building", Ottawa, Ont.	Immigration and Colonization.	3 months from July, 1923.	\$458.33 per m. (renewable).
" 6.....	Yorkshire and Canadian Trust Ltd., agents for owners.	"	Lease of one office in "Metropolitan Building", Vancouver, B.C.	Trade and Commerce Dept.	1 year from 1st Aug., 1923.	\$360 per ann.
" 6.....	Imperial Canadian Trust Co....	"	Lease of suites 601-602 and 605-607 in "Canada Building," Saskatoon, Sask.	Post Office Dept.	1 year from 20th Sept., 1923.	\$3,242.42 per a.
" 10.....	Ewing and Ewing (agents).....	"	Lease of 3 storey stone and brick building No. 700 Dorchester st., Montreal, Que.	No. 4 Signal Co.	From 15th July, 1923, to 30th April, 1924.	\$150 per m.
" 11.....	Bank of Nova Scotia.....	"	Lease of rooms Nos. 31, 32 and 33 in "Bank of Nova Scotia Building," St. Catharines, Ont.	Assistant Inspector of Taxation.	1 year from 2nd July, 1923.	\$1,400 per ann.
" 11.....	F. S. Collacott.....	"	Lease of offices in "Collacott Block," Yorkton, Sask.	Finance Dept.	1 year from 1st Sept., 1923.	\$720 per ann.
" 12.....	Mrs. Georgina Burrows.....	"	Lease of rooms on 1st storey brick building, at Dauphin, Man.	Taxation Branch.....	From 1st Aug., 1923, to 31st Dec., 1923.	\$45 per m.
" 17.....	His Majesty.....	Hydro Electric Power Commission of Ont.	Permission to occupy Government lands for Service Ground, Burlington Channel, Ont.		During pleasure	\$1 per ann.
" 22.....	H. O. Wheeler.....	His Majesty.....	Lease of ground floor and basement of building, at Redcliff, Alberta.	National Defence Dept.	1 year from 1st June, 1923.	\$340 per ann. (renewable).
" 24.....	The Fort Frances Masonic Building Association.	"	Lease of 2 rooms on n.w. cor. of "Masonic Building," Fort Frances, Ont.	Res. Engr. P.W. Dept.	1 year from 1st Oct., 1923.	\$120 per ann.
" 26.....	Mills Bros., Ltd.....	"	Lease of premises on 5th floor of "Imperial Building, Hamilton, Ont.	Taxation Branch.....	From 1st Sept., 1923, to 1st Dec., 1925.	\$1,200 per ann.

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Oct. 1.....	The Western Trust Co. (Trustees for Jas. A. Yager).	"	Lease of 2,075 sq. ft. of easterly portion of ground floor and 587 sq. ft. of easterly portion in basement of building, on lots 18 and 19, Block 50, Swift Current, Sask.	Post Office.....	3 years from 20th Nov., 1923.	\$1,800 per ann.
" 1.....	Canadian Pacific Railway Co.	"	.....	Lease of land at Winnipeg, Man.....	Elevator Postal Station "A".....	1 year from 1st Oct., 1923.	\$1 per ann.
" 10.....	Doctor Gilbert Huot.....	"	.....	Lease of part of 1st floor in 2 storey frame building, cor. Ellice and Richardson Sts., Beauharnois, Que.	Post Office.....	5 years from 1st Aug., 1923.	\$800 per ann. (renewable).
" 11.....	La Cie Artistique et Financière d'Asbestos, Ltee.	"	.....	Lease of one room s.e. side of building, on subdivision 3, catastral lot 10, Asbestos, Que.	Post Office.....	5 years from 1st July, 1923.	\$420 per ann.
" 22.....	Municipality of the City of Calgary.	"	.....	Lease of 1½ storey frame barn, Calgary, Alberta.	National Defence Dept.	From 15th June, 1923, to 4th July, 1923.	\$200 per ann.
" 22.....	Alexander Mullin.....	"	.....	Lease of ground floor and basement in building, s.w. cor. Bloor and Markham sts., Toronto, Ont.	Postal Station "E".....	2 years from 1st Aug., 1923.	\$2,400 per ann.
" 24.....	His Majesty.....	National Dock and Dredging Corporation, Ltd.	.....	Agreement re hiring of steel dump scoops Nos. 52 and 53.	Private enterprise.....	1 month from 25th Oct., 1923.	\$12.50 per day for each scow.
" 25.....	The Post Publishing Co.....	His Majesty.....	.....	Lease of rooms 4a and 3 in "Post Building", Sydney, N.S.	Inspector of Fisheries.....	From 1st Oct., 1923, to 1st July, 1924.	\$36 per m.
" 27.....	Notre Dame Investment Co., Ltd.	"	.....	Lease of 3,180 sq. ft. on 5th floor of "Notre Dame Investment Building", Winnipeg, Man.	S.C.R. Dept.....	Month to month basis from 1st Oct., 1923.	\$275 per m.
" 29.....	Imperial Realty Co., Ltd.....	"	.....	Lease of premises in "Canadian Building", "Militia" or "Woods Building" and "Queen St. Building", Ottawa, Ont.	Offices for various Depts.	5 years from 1st May, 1923.	\$97,527.46 per ann.
" 29.....	Elgin Realty Co., Ltd.....	"	.....	Lease of premises in "Elgin Building", "Elgin Building Annex" and "Elgin Cottage", Ottawa, Ont.	" " " "	1 year from 31st Jan., 1923.	\$31,829.02 per ann.
Nov. 2.....	Yorkshire and Canadian Trust Ltd.	"	.....	Lease of "Horse Show Building", Vancouver, B.C.	National Defence Dept.	5 years from 1st June, 1923.	\$4,200 for 1st 3 years and \$4,800 for next 2 years.
" 9.....	John Angus Mackenzie.....	"	.....	Lease of "Mackenzie Building", Queen st., Ottawa, Ont.	Government offices.....	5 years from 1st Sept., 1923.	\$16,000 per ann.
" 9.....	His Majesty.....	Ernest Sharon.....	.....	Lease of beachouse on lot 3 west end of public wharf site, Windsor, Ont.	Private enterprise.....	12 months from 9th Nov. 1923.	\$5 per m.
" 13.....	Mission City Athletic Association.	His Majesty.....	.....	Lease of one storey frame building, on lot 21, block 81, Mission City, B.C.	National Defence Dept.	1 year from 1st May, 1923.	\$300 per ann. (renewable).
" 16.....	The Town of Campbellton.....	"	.....	Lease of 2 rooms in "New Town Hall", Campbellton, N.B.	" " " "	5 years from 1st June, 1923.	\$800 per ann.
" 19.....	His Majesty.....	Quebec Seamen's Institute.	.....	Lease of parcel of land (45ft by 95 ft.) at Quebec, Que.	Sailors' Home.....	21 years from 8th May, 1922.	\$1 per ann.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—*Continued*

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1923 Nov. 23.....	The Drummond Street Land.....	His Majesty.....	Lease of certain emplacement fronting on Drummond st., Montreal, Que.	Mosp. National Defence Dept.	From 1st Jan., 1924, to 1st May, 1925.	\$12,750 per ann.
" 27.....	Alexandre Chatelain.....	"	Lease of west 4 of 2 storey solid brick building at L'Original, Ont.	Post Office.....	5 years from 1st Jan., 1921.	\$250 per ann.
" 29.....	Isaac Mallette.....	"	Lease of cabin (front room) and 2 rooms in back, also sheds and toilet building, Centre st., Mayo' Yukon Territory.	Post Office.....	1 year from 1st Sept., 1923.	\$300 per ann.
Dec. 1.....	City of Weyburn.....	His Majesty.....	Lease of one storey frame building on w. side of 5th st., Weyburn, Sask.	National Defence Dept.	1 year from 10th June, 1923.	\$300 per ann. (renewable).
" 5.....	Andrew McMillen and Wm. Costain.	"	Lease of 1st floor and part of basement in 3 storey brick building No. 168 w. side of Main st., Toronto, Ont.	Postal Station "H".....	1 year from 1st Oct., 1923.	\$1,200 per ann. (renewable).
" 5.....	Merrick Adie Lect.....	"	Lease of ground floor of 2 storey solid brick house, Main st., Townsite of Qu'Appelle, Sask.	National Defence Dept.	1 year from 1st Nov., 1923.	\$40 per m.
" 6.....	Imperial Canadian Trust Co.....	"	Lease of room No. 513 "Canada Building", Saskatoon, Sask.	Post Office Dept.....	1 year from 1st Nov., 1923.	\$717.75 per ann. (renewable).
" 6.....	" " " "	"	Lease of room N. 511 in "Canada Building", Saskatoon, Sask.	Post Office Dept.....	1 year from 16th Nov., 1923.	\$300 per ann. (renewable).
" 8.....	Adelia Louise Davis (wife of Edward Pease Davis).	"	Lease of "Davis House," Vancouver, B.C.	National Defence Dept.	From month to month from 1st Dec., 1923.	\$150 per m.
" 8.....	R. J. Marvin.....	"	Lease of space on n.w. cor. of main storey of 2 storey building e. side of Main st., Carberry, Man.	Interior Department.....	1 year from 1st Oct., 1923.	\$216 per ann.
" 11.....	Mrs. Betty Tobias.....	"	Lease of 2 storey frame building n. e. cor. Railway and 8th sts., Morden, Man.	National Defence Dept.	On month to month basis 1st June, 1923.	\$40 per m.
" 12.....	L. J. Breithaupt.....	"	Lease of 3 large rooms and hall and caretaker's quarters in building on n. side of King st and one hall on College st. at Kitchener, Ont.	" " "	5 years from 1st July, 1923.	\$2,000 per ann. (renewable).
" 12.....	The Eastern Trust Co.....	"	Lease of 2nd floor of building No. 52, Bedford Row, Halifax, N.S.	Health Dept.....	1 year from 1st Oct., 1923.	\$940 per ann.
" 15.....	G. T. Railway Co.....	"	Lease of space on ground floor in "Old Union Station", and over passageway in connection with premises used, Toronto, Ont.	Post Office Dept.....	Monthly tenancy from 1st April, 1922.	\$3,601 per ann.

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Dec. 15.....	Frederick Wm. Daly.....	"	Lease of "Chapter House", Piccadilly st., London, Ont.	National Defence Dept.	5 years from 1st Feb., 1924.	\$1,400 per ann. (renewable).
" 17.....	London and B.N. America Co. Ltd.	"	Lease of rooms Nos. 313 and 314 on 3rd floor of "Duncan Building", Vancouver, B.C.	Interior Dept.	From 13th Nov. 1923, to 1st June, 1924.	\$23.53 per m.
" 17.....	Archibald Galbraith.....	"	Lease of cor. room on 1st floor of 2 storey brick building cor. Railway st. and 1st ave. East, Swift Current, Sask.	Sub.-agt. Dom. Lands.	1 year from 1st Nov. 1923.	\$25 per m.
" 18.....	The City of St. John.....	"	License to quarry rock and remove rock and soil from lot on Partridge Island.		5 years from 18th Dec. 1923	
" 18.....	Sarah A. Batson.....	"	Lease of one room on 1st floor of building at Welch Pool, Island of Campbell, N.B.	Marine and Fisheries.	1 year from 31st Dec., 1923.	\$120 per ann.
" 18.....	Chas. Edw. Start.....	"	Lease of west or front room on 2nd floor of "Star's Office Building", Tara, Ont.	National Defence Dept.	1 year from 1st Jan., 1924.	\$96 per ann. (renewable).
" 19.....	Williamson Bros.....	"	Lease of east store on 1st floor and part of basement in "Williamson Building", Edmonton, Alta.	Interior Department.	1 year from 1st Oct., 1923.	\$225 per m.
" 22.....	Low-Martin Co., Ltd.....	"	Lease of 2nd, 3rd and 4th floors in "Low-Martin Building", Ottawa, Ont.	National Defence Dept.	1 year from 10th Dec., 1923.	\$5,000 per ann.
" 28.....	Patrick McCool.....	"	Lease of 2 large rooms on 2nd floor of "McCool Block", North Bay, Ont.	Hydro Electric Survey (Interior Dept.).	1 year from 1st Jan., 1924.	\$40 per m.
" 28.....	Dr. Thos. Henry Flaw.....	"	Lease of western store on ground floor of "Blow Building", Calgary, Alberta.	S. C. R. Dept.	1 year from 17th Sept., 1923.	\$1,845 per ann.
" 31.....	His Majesty.....	J. H. Gignac.....	Lease of area on St. Charles River, Lacombe, near Quebec, Que.	Private enterprise.	5 years from 1st May, 1924.	\$1,700 per ann.
" 31.....	Bartholomew Oscar Wright.....	His Majesty.....	Lease of basement in "Hickman Block", Calgary, Alberta.	Storage of cars for Reclamation Service.	From 1st Nov., 1923, to 1st May, 1924.	\$40 per m.
1924 Jan. 1.....	Robert Matthews.....	"	Lease of room No. 608 on 6th floor and storage room No. 3, in basement of Maritime Building, New Glasgow, N.S.	National Defence Dept.	1 year from 1st Jan., 1924.	\$180 per ann.
" 2.....	Ewing and Ewing (Agents).....	"	Lease of 4th floor of building No. 33, Cathcart st., Montreal, Que.	Insurance Dept.	From 1st Nov., 1923, to 1st May, 1925.	\$1,800 per ann.
" 3.....	Canadian Pacific Railway Co.	"	Lease of baggage and valise room in station on lot 6, Vancouver, B.C.	Post Office Dept.	1 month from 23rd Oct., 1923 and thereafter as monthly tenancy.	\$233.75 per m.
" 4.....	Independent Van and Storage Co., Ltd.	"	Lease of entire ground floor of modern building No. 780 Beatty st., Vancouver, B.C.	S.C.R. Dept.	1 year from 16th Jan., 1924, and thereafter as monthly tenancy.	\$1,800 per ann.
" 4.....	John Hugh Cameron (broker).	"	Lease of 3 rooms "C", "H" and "I" in building on lots 24 and 25, block 156, Saskatoon, Sask.	Weights and Measures—(T. and C. Dept.).	1 year from 1st Nov., 1923.	\$110 per m. (renewable).
" 7.....	The City of Verdun.....	"	Lease of "No. 2 Fire Station", Verdun, Que.	National Defence Dept.	1 year from 8th Dec., 1923.	\$1,000 per ann.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1923, to March 31, 1924—Continued

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1924						
Jan. 8.....	Trustees of Horace Hazard's Estate.	"	Lease of 2 rooms on 1st floor of "Cameron Block", Charlottetown, P.E.I.	Supt. of Dredges.....	1 year from 23rd Oct., 1923.	\$180 per ann.
" 9.....	Frederick Austin Blain.....	"	Lease of room No. 201 in "Connaught Building, Saskatoon, Sask.	Dom. Lands, Int. Dept.	1 year from 22nd Oct., 1923.	\$384 per ann.
" 9.....	R. L. and R. Blackburn.....	"	Lease of 1st, 2nd, 3rd and 4th floors and basement in "Motor Building", Sparks st., Ottawa, Ont.	Interior Dept.....	2 years from 1st Nov., 1923.	\$15,393 per ann.
" 10.....	Fred. Porte (Postmaster).....	"	Lease of one room on 2nd storey of 2 storey brick building, and one room over J. M. Ross Co's store, No. 162 Main st., Leduc, Ont.	National Defence Dept.	3 years from 1st Nov., 1923.	\$198 per ann. (renewable)
" 11.....	Wendell MacLean.....	His Majesty.....	Lease of room No. 405 and rooms Nos. 407 to 415 included, and part use of vault on 4th floor of "MacLean Building", Calgary, Alberta.	Forestry Branch, Int. Dept.	1 year from 1st Oct., 1923.	\$2,400 per ann. (renewable).
" 14.....	Wm. J. Hopwood, liquidator, Hopwoods, Limited.	"	Lease of 3 rooms on ground floor of premises, No. 366 Water st., Peterborough, Ont.	Weights and Measures—T and C.	From 1st Jan., 1924 to 31st Oct., 1924.	\$225 per ann.
" 16.....	Edward Trought.....	"	Lease of 1½ storey wooden building on Victoria st., Inglewood, Ont.	National Defence Dept.	5 years from 1st Oct., 1923.	\$100 per ann.
" 16.....	Richard Henry McWilliams.....	"	Lease of brick building corner of 9th st. east and 3rd ave., east, Owen Sound, Ont.	"	1 year from 1st Jan., 1924.	\$367.20 per ann.
" 17.....	The Montreal City and Savings Bank.	"	Lease of basement with 3 floors in 3 storey brick building No. 1398, Notre Dame st., east, Montreal, Que.	"	1 year from 31st Dec., 1923.	\$1,500 per ann. (renewable).
" 17.....	John Albert Short.....	"	Lease of one storey frame building, containing "Assembly Hall" and 2 smaller rooms and basement, No. 220 Hampton st., Winnipeg, Man.	"	1 year from 1st Dec., 1923.	\$500 per ann.
" 18.....	Cyrille Laurin.....	"	Lease of space on ground floor of "Royal Exchange Building", Cobalt, Ont.	Post Office.....	3 years from 30th Jan., 1924	\$2,100 per ann.
" 22.....	Joseph Zuber.....	"	Lease of 3rd floor in building No. 55 King st. east, Kitchener, Ont.	National Defence Dept.	From 10th Oct., to 1st July, 1928.	\$240 per ann.
" 22.....	Union Bank of Canada.....	"	Lease of 1050 sq. ft. in rear part of "Kerr" or "Union Bank Building", The Pas, Man.	Mining Records (Int. Dept).	1 year from 1st Feb., 1924.	\$50 per m.
" —.....	His Majesty.....	La Cie de Telephone Local de St. Cyprien	Lease of Telephone Line between Ste. Justine Village and St. Cyprien Church, Dorchester County, Que.	11½ miles.....	During good pleasure of His Majesty.	\$1 per ann.

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Jan 23.....	James Henry Ratcliff.....	His Majesty.....	Lease of part of ground floor of "Ratcliff Block", Stouffville, Ont.	Post Office.....	1 year from 1st July, 1923	\$550 per ann. (renewable).
" 24.....	Mrs. Elizabeth Evans.....	"	Lease of store building cor. 6th ave. and Granville st., Vancouver, B.C.	Postal Station "D"	3 years from 24th Jan., 1924	\$2,400 per ann.
" 24.....	James Murphy.....	"	Lease of solid brick building Nos. 114 and 116, Simpson st., Fort William, Ont.	National Defence Dept.	1 year from 1st Dec., 1923.	\$200 per m.
" 28.....	The Board of Trustees of Cornwall High School.	"	Lease of Gymnasium, Miniature Rifle Range and small room for storage of arms in "High School Building, Cornwall, Ont.	"	1 year from 2nd Jan., 1924.	\$400 per ann. (renewable).
" 28.....	Annie E. Riley and J. D. Riley, executors of Thos. B. and D. J. Riley.	"	Lease of one front office on 2nd floor of 3 storey brick building west side of Queen st., Charlottetown, P.E.I.	Customs and Excise	5 years from 1st Dec., 1923.	\$225 per ann.
" 29.....	William Holden.....	"	Lease of rooms Nos. 1, 2, 3, and 4, on 4th floor of "Holden Block," Vancouver, B.C.	Indian Affairs.....	1 year from 1st Feb., 1924.	\$975 per ann.
" 30.....	General Financial Corporation of Canada.	"	Lease of front portion of basement (including 2 rooms) in "Lyric Theatre", Swift Current, Sask.	National Defence Dept.	1 year from 1st Jan., 1924.	\$600 per ann. (renewable).
Feb 1.....	His Majesty.....	Canadian National Railways Employees Community Club.	Lease of "Immigration Hall", at Vermilion, Alberta.	Club dances, etc.....	5 years from 1st Oct., 1923.	\$5 per ann.
" 5.....	Chas. Jackson Booth.....	His Majesty.....	Lease of 6th and 7th floors and portion of 8th floor in "Jackson Building", Ottawa, Ont.	Immigration and Colonization.	5 years from 4th Jan., 1924.	\$32,145.75 per ann.
" 5.....	Bennett Levinson.....	"	Lease of 2 rooms in building and shed in rear at Kae-watin, Ont.	National Defence Dept.	1 year from 15th Oct., 1923.	\$96 per ann.
" 12.....	Municipality of Collingwood..	"	Lease of 2 rooms on s.e. cor. of ground floor of "Town Hall", Collingwood, Ont.	"	5 years from March, 1924.	\$120 per ann.
" 12.....	Henry Thos. Lepage.....	"	Lease of ground floor and portion of 2nd floor in 2 storey factory building Nos. 2382-2386, Dundas st., Toronto, Ont.	S. C. R. Dept.....	1 year from 1st Dec., 1923.	\$8,177 per ann.
" 12.....	Alexander Macdonald.....	"	Lease of rooms Nos. 8 to 13 inclusive, in "K.W.C." Block, Nelson, B.C.	Dist. Engr. P.W. Dept.	1 year from 1st April, 1924.	\$720 per ann.
" 12.....	S. W. and R. T. Williamson...	"	Lease of space in basement of "Williamson Building," Edmonton, Alta.	Interior Dept.....	1 month from 1st Nov., 1923 and thereafter as monthly tenancy to 1st Oct., 1924.	\$12 per m.
" 13.....	Geo. Stewart, Ltd.....	"	Lease of ground and upper floors in building on lot 4, Block D, Peace River, Alta.	Dom. Lands (Int. Dept.)	1 month from 1st Jan., 1924, and thereafter as monthly tenancy.	\$80 per m.
" 14.....	Chas. Wm. Frederick.....	"	Lease of ground floor of 1 storey frame building at Peace River Crossing, Alberta.	Post Office.....	1 month from 14th Jan., 1924 and thereafter from month to month.	\$12.50 per m.

STATEMENT No. 3.—Of properties leased to and from the Department of Public Works of Canada, from April 1, 1923, 1924—*Continued.*

Date of Lease	Lessors	Lessees	Description of Property	For what Purpose	Duration of Lease	Rental
1924						
Feb. 14.....	Yorkshire and Canadian Trust Ltd.	"	Lease of rooms Nos. 509 to 512 inclusive, on 5th floor of "Pacific Building", Vancouver, B.C.	Mines Dept.....	1 year from 25th Dec., 1923.	\$1,680 per ann.
" 19.....	Sir Rodmond Pelen Roblin...	"	Lease of ground floor of property known as No. 102 Osborne st., Winnipeg, Man.	Postal Station "C".....	1 year from 1st Feb., 1924.	\$150 per m.
" 22.....	Alice Eva Warne (wife of H. H. Pupper Warne).	"	Lease of 2 rooms on 2nd floor of "Warne Building", Digby, N.S.	Marine and Fisheries.....	1 year from 1st Nov., 1923.	\$200 per ann.
" 22.....	Saskatchewan Co-Operative Creameries, Ltd.	"	Lease of front part of basement of "Creamery Building", Regina, Sask.	National Defence Dept.	1 year from 1st Feb., 1924.	\$900 per ann. (renewable).
" 22.....	Elzéar Savard.....	"	Lease of 5 storey wood and brick lined building and grounds and 2 wooden sheds, Quebec, Que.	Health Department.....	3 years from 1st May, 1924.	\$600 per ann.
" 26.....	Realty of Ottawa, Ltd.....	"	Lease of "Free Press Building", Sparks st., Ottawa, Ont.	Mines Department.....	1 year from 5th April, 1924.	\$7,600 per ann.
" 26.....	Mrs. Mary Ritz.....	"	Lease of portion of ground floor in "Queen's Hotel", New Hamburg, Ont.	Post Office.....	5 years from 18th Oct., 1923.	\$600 per ann. (renewable)
Mar. 4.....	Jos. Alphonse Larocque.....	His Majesty.....	Lease of 2nd and 3rd floors of "Larocque Building", cor Rideau and Daltousie sts., Ottawa, Ont.	R.C.M.P.....	5 years from 1st Feb., 1924.	\$12,832 per ann (renewable).
" 6.....	Army and Navy Veterans' Association.	"	Lease of 1 storey frame building, Rosstown, Sask.	National Defence Dept.	1 year from 1st Jan., 1924.	\$210 per ann.
" 12.....	A. E. Kirkpatrick and R. B. Gibson.	"	Lease of detached brick building known as No. 48 University Ave., Toronto, Ont.	"	3 years from 1st April, 1924.	\$500 per ann.
" 12.....	Page Printing and Binding Co.	"	Lease of front part of 2nd floor of solid brick building No. 17 Albert st., Sherbrooke, Que.	Weights and Measures—(T. and C.).	1 year from 1st April, 1924.	\$500 per ann.
" 15.....	Corporation of City of Alberni	"	Lease of right of way to New Public Float, Alberni, B.C.	Government purposes.....	5 years from 15th March, 1924.	\$1 per ann.
" 17.....	His Majesty.....	Dominion Rubber System, (Maritime) Limited.	Lease of strip of Government property from Canterbury st. west, St. John, N.B.	Entrance for employees.	Yearly tenants from 15th Feb., 1924.	\$12 per ann.
"	"	Kettle Valley Railway Co. C.P.R.	Permission to Company to string 2 No. 8 iron wires on side blocks of 285 poles (9 miles) of Government Telephone Line from Dog Lake near Fairview Road to Okomagan Falls, B.C.	During H.M.'s good pleasure.	\$4 per mile per ann.

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Mar. 17.....	S. W. and R. T. Williamson.....	His Majesty.....	Lease of W. 1/4 of 1st floor and whole of 2nd floor in "Williamson Block," Edmonton, Alberta.	S. S. Board.....	1 month from 28th Feb., 1924, and there after from month to month.	\$7,320 per ann.
" 20.....	His Majesty.....	Can. Pac. Railway Co.	Lease of tract of land comprising a portion of Beacon Bar Flats and being part of block to s.e. of Protection st., St. John, N.B.	Private enterprise.....	5 years from 1st July, 1922.	\$1 per ann.
" 21.....	Harry Brouse.....	His Majesty.....	Lease of "Castle Building," Nos. 633-635 Wellington st., Ottawa, Ont.	National Defence Dept.	5 years from 15th March, 1924.	\$12,580 per ann.
" 24.....	Stanley B. Coristine (executor of Estate of Jas. B. Coristine)	"	Lease of rooms Nos. 410, 411, and 412 on 4th floor of "St. Nicholas Building," Montreal, Que.	Trade and Commerce.....	5 years from 1st May, 1924.	\$1,500 per ann.
" 26.....	Elgin Realty Co., Ltd.....	"	Lease of 4 floors and basement in "Elgin Building Annex," 5 floors in "Elgin Building," and 3 floors and basement in "Elgin Cottage," Ottawa, Ont.	Various Depts. of Federal Administration.	3 years from 31st Jan., 1924.	\$31,820.62 per ann. (renewable).
" 26.....	Madame Amedee L'Houreaux.....	"	Lease of 223 sq. ft. on 1st floor and 462 sq. ft. in basement of building at St. Tite, Que.	Post Office.....	4 years from 18th July, 1922.	\$300 per ann.
" 27.....	Roderick J. Chisholm.....	"	Lease of top story and ground floor in 2 storey building at Lamby, B.C.	National Defence Dept.	1 year from 1st Feb., 1924.	\$200 per ann. (renewable).
" 27.....	John Albert Schultz.....	"	Lease of ground floor, basement and whole of 1st floor in 3 storey building, Nos. 37-39 Dalhousie st., Brantford, Ont.	"	2 years from 1st March, 1924.	\$1,000 per ann.
"	Canadian National Telegraphs	"	Permission to place and retain wires on all or any of Co's. telegraph poles at point at or near Port Edward to point at or near Skeena Crossing, B.C.	Government purposes.....	During Co's. good pleasure.	(15 1/2 miles) and \$7 per wire per mile per annum.
" 28.....	The Molsons Bank.....	"	Lease of rooms Nos. 2 to 11 inclusive and vault in "Molsons Bank Building," Vancouver, B.C.	Inspector of Fisheries.....	1 year from 1st Feb., 1924.	\$2,864 per ann.
" 28.....	George Wightman.....	"	Lease of 2 1/2 storey frame building in central part of Town of Montague, P.E.I.	Government purposes.....	2 years from 1st March, 1924.	\$180 per ann. (renewable).
" 31.....	Knox (Presbyterian) Church.....	"	Lease of "St. Andrews Hall" (less room for furnace, coal room and stairs), Regina, Sask.	National Defence Dept.	3 years from 21st Feb., 1924.	\$2,100 per ann.

The following leases were received too late for insertion in last year's Annual Report (1922-1923).

1877 Nov. 9.....	Alex. M. Bell.....	His Majesty.....	Lease of 2 hand and box telephone, etc., to be used between office of Minister of Public Works and Rideau Hall, Ottawa, Ont.	.....	.....	.....
1922 June 14.....	Jos. Slater's Sons, Ltd.....	"	Permission to lay drain under water lots to issue under Bank in front of their property at North Sydney, N.S.	Right of way to Post Office.	5 years from 11th May, 1922.	\$10 per ann.

THE NATIONAL GALLERY OF CANADA

Eric Brown, Director

The activity of the past year has been the greatest in the history of the institution. The active development of the collections in Ottawa has gone forward continuously and the work of the National Gallery on behalf of art throughout Canada has been maintained and extended with gratifying results.

On March 28, 1924, the National Gallery sustained a great loss in the death of Sir Edmund Walker, Kt., C.V.O., etc., etc., Chairman of the Board of Trustees. Appointed a member of the original Advisory Arts Council in 1907, Sir Edmund Walker served the National Gallery as its chairman from 1909 to 1913, and upon the creation of the National Gallery Board of Trustees, he served a further eleven years as the chairman of that body. In everything pertaining to the furtherance of the fine arts in Canada, Sir Edmund gave unsparingly of his time and the National Gallery owes largely to him the position it now holds in the country.

The National Gallery appropriation for the year 1923-24 was increased to the pre-war amount of \$100,000, and this made possible not only most important additions to the collections but the work of preservation and restoration of a considerable number of works which were in urgent need of expert attention, owing to the extremes of the Canadian climate. The whole subject of methods and materials of the painter's craft as affected by climatic conditions in Canada has engaged the earnest attention of the National Gallery and it is hoped to make a general appeal in the near future to all artists, art societies and art schools for a closer study of this important branch of their art so that Canadian pictures may have a reasonable degree of permanency.

The attendance figures at the National Gallery continue to remain in the neighbourhood of 100,000.

One of the most important duties undertaken by the National Gallery during the year was the development and management, on behalf of the Government, of the Canadian Section of Fine Arts at the British Empire Exhibition. Arrangements for adequate space in the Palace of Fine Arts were made early in the year and every Canadian artist, whether residing at home or abroad, was invited to send in work. The following jury of representative Canadian artists was appointed to judge the work:—

F. S. Challener, R.C.A.

Arthur Lismer, A.R.C.A.

Clarence A. Gagnon, R.C.A.

Horatio Walker, R.C.A., N.A.

E. Wyly Grier, R.C.A.

Miss Florence Wyle, A.R.C.A.

R. S. Hewton, A.R.C.A.

The response from Canadian artists was widespread and satisfactory and the finest exhibition of Canadian art ever held outside the Dominion was sent to London.

The following are the chief accessions made during the year:—

COIL PAINTINGS

Snowy Morning	Mary Bell Eastlake
Blue and Gold	Mary Bell Eastlake
Late Afternoon	St. George Burgoyne
Old Shops	Paul Caron
A March Evening	Maurice Cullen, R.C.A.
Blue Rocks Harbour	Mary Grant
Coin du vieux Quebec	Alfred Pelland
Lalage	Hal Ross Perrigard
Type Italian	Edmund LeMoine
Winter	Edmund LeMoine
The Road	Carl Ahrens

Evening on the Don	John H. Beynon
Clearing	A. J. Casson
Seashore, N.S.	J. E. H. MacDonald, A.R.C.A.
Winter	G. N. Norwell
Trading Lake near Dorset, Ont.	H. S. Palmer
Sunnyside	Mary E. Wrinch
The Porlington Oak	John Crome (1769-1821)
The Two Sisters	Rev. William Peters (1740-1814)
St. John the Divine	Central Italian School, 1330
Pines, Kempenfelt Bay	Lawren Harris
Dora	Regina Seiden
The Hillside	Mariorie E. Gass
November	A. Y. Jackson, R.C.A.
Melting Snows, Laurentians	Albert H. Robinson, R.C.A.
Late Afternoon	Robert F. Gagen, R.C.A.
Le Pont de Pierre, Rouen, 1896.....	Camille Pissarro

WATER COLOURS AND PASTELS

Wild Geranium	Robert Holmes
---------------------	---------------

TEMPERA

A Corner in Bytown	Paul Alfred
La Partida	Andre Lapine
The Pioneer	H. W. McCrea

The work of the National Gallery throughout the Dominion has been carried on as in previous years and extended. An illustrated lecture on Canadian art, the first of a series, has been prepared and widely circulated. The following loan exhibitions have been sent out:—

Hamilton, Ont.—The Public Library (6 pictures).
London, Ont.—Western Fairs Association (11 pictures).
Port Arthur, Ont.—The Public Library (10 pictures).
Fort William, Ont.—The Public Library (12 pictures).
Sarnia, Ont.—The Public Library (8 pictures).
Stratford, Ont.—The Public Library (8 pictures).
Sudbury, Ont.—Women's Art Association (10 pictures).
Tillsonburg, Ont.—The Public Library (8 pictures).
Walkerville, Ont.—Willistead Library (10 pictures).
Montreal, Que.—Art Association of Montreal (72 colour prints).
Halifax, N.S.—Victoria School of Art and Design (9 pictures).
Winnipeg, Man.—Winnipeg Art Gallery (19 pictures, 72 colour prints and 70 prints).
Moose Jaw, Sask.—The Public Library (14 pictures).
Regina, Sask.—Regina College (15 pictures).
Saskatoon, Sask.—University of Saskatchewan (21 pictures).
Edmonton, Alta.—Alberta University (12 pictures).
Vancouver, B.C.—British Columbia Art League (24 pictures and 19 pictures); Vancouver Exhibition Association (25 pictures).
New Westminster, B.C.—Provincial Exhibition (25 pictures).
Victoria, B.C.—Provincial Exhibition (25 pictures).

FINANCIAL STATEMENT

Amount of appropriation.. . . .	\$100,000 00	
Accessions.. . . .		\$ 76,995 95
Salaries and wages.. . . .		5,070 00
Restoration of National Gallery and Canadian War Memorials pictures.. . . .		9,000 00
General maintenance.. . . .		8,925 88
Unexpended.. . . .		8 17
	<hr/>	<hr/>
	\$100,000 00	\$100,000 00

DOMINION OF CANADA

ANNUAL REPORT
OF THE
DEPARTMENT OF RAILWAYS
AND CANALS

For the Fiscal Year from April 1, 1923,
to March 31, 1924

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

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1924

*To General His Excellency the Right Honourable Lord Byng of Vimy, G.C.B.,
G.C.M.G., M.V.O., Governor General and Commander in Chief of the
Dominion of Canada.*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1924.

GEORGE P. GRAHAM,
Minister of Railways and Canals.

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REPORT
OF THE
DEPUTY MINISTER OF RAILWAYS AND CANALS
FOR THE YEAR ENDING MARCH 31, 1924

To the Hon. GEORGE P. GRAHAM,
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the annual report of the Department of Railways and Canals. In so far as the report deals with the operations of the National Railways it covers the twelve months of the calendar year 1923. In dealing with the canals, and in the presentation of the report of the accountant of the department, the period covered is that of the fiscal year ending March 31, 1924.

The reorganization of the National Railway Board was effected in October, 1922, when the separate Grand Trunk and Canadian Northern Boards were replaced by a single board with Sir Henry Thornton as chairman. The year under review was, therefore, the first complete year of operation of the combined and consolidated system collectively known as the Canadian National Railways and made up of the following lines:—

The Canadian Government Railways, including the Intercolonial railway and Branch lines, the Prince Edward Island Railway, the National Transcontinental Railway, the St. John and Quebec Railway (leased), and the Hudson Bay Railway;

The Canadian Northern Railway System, including the Halifax and South Western Railway, the Duluth, Winnipeg and Pacific Railway, the Niagara, St. Catharines and Toronto Railway (electric), and the Toronto Suburban Railway (electric);

The Grand Trunk Pacific Railway and branch lines (in receivership);

The Grand Trunk Railway System, including the Grand Trunk Canadian lines, the Grand Trunk Western lines (American) and the Grand Trunk New England lines.

The foregoing constitute what is known as the Canadian National Railway System, with a steam operated mileage of 21,850.89 as of December 31, 1923. Of this 20,296.12 miles were owned by constituent companies, 1,448.72 operated under lease or contract, and 106.05 under trackage rights. This system mileage has, for the purpose of convenient operation and administration, been divided into the following regions:—

Atlantic Region.—2,760.08 miles, comprising all lines in the Maritime Provinces as far west as, and including, Riviere du Loup, on the Intercolonial, and as far as, but not including, Monk, on the Transcontinental; headquarters, Moncton.

Central Region.—7,830.91 miles, comprising all lines from Riviere du Loup and Monk, Que., to Current Junction, on the Canadian Northern, two miles east of Port Arthur, and to Superior Junction, on the National Transcontinental, and including the Grand Trunk Portland line; headquarters, Toronto.

Grand Trunk Western Lines.—991.69 miles, comprising Grand Trunk American mileage west of the Detroit river; headquarters, Detroit.
Western Region.—10,268.21 miles, comprising all lines from Current Junction and Superior Junction, Ont., to the Pacific coast, including Vancouver island; headquarters, Winnipeg.

In addition to the system mileage above referred to there are certain steam and electric lines controlled by constituent companies, but separately operated. These include:—

The Central Vermont Railway (steam), 483.47 miles; the Thousand Island Railway (steam), 6 miles;

Canadian Northern electric lines.—The Toronto Suburban Railway, 60.63 miles; Niagara, St. Catharines and Toronto Railway, 61.77 miles a total of 122.40 miles;

The Montreal and Southern Counties Railway (electric), 52.18 miles, and the Oshawa Railway (electric), 8.81 miles.

The total owned, leased or controlled mileage operated as of December 31, 1923, was, therefore, 22,523.75 miles. The foregoing is first main track mileage only. In addition there are 1,203.02 miles of second main track, 12.21 miles of third main track and 7.42 miles of fourth main track; 6,119.45 miles of spurs, sidings and yard tracks, and 274.62 miles of inactive mileage.

The actual unification of the Grand Trunk and Canadian National railways was provided for by Order in Council of January 30, 1923, and on February 5, Montreal was selected by the new management as headquarters for the National System. The selection and organization of headquarters staff and the rearrangements involved in the organization of the several regional administrations, together with the transfer of officials and records, of necessity occupied some time, and it was not until May 1 that the reorganization could be said to have been really effected.

In the report of the operation of Canadian National Railways for 1923, herein contained, the results are for the first time given in consolidated form. Standard practice in railway accounting is followed. In this report the details of individual operations of component parts of the system are necessarily merged, but for purposes of comparison and contrast with previous years, the financial showing of the Grand Trunk, the Canadian Northern, Canadian Government railways, the Grand Trunk Pacific and Central Vermont are separately shown in convenient statements immediately following the report of the Canadian National System as a whole.

All things considered the report of the year's operations may be regarded as very satisfactory. Including the Central Vermont, the gross operating revenue was \$263,554,436 and the gross operating expenses \$242,366,973, leaving the net revenue from operations—all lines—\$21,187,462, compared with \$3,993,237 in 1922. After the usual deductions and additions involved in taxes, rental, hire of equipment, etc., the total income before fixed charges was \$13,364,875, compared with \$1,499,782 the previous year. The total fixed charges were \$66,144,226 as against \$60,196,693 in 1922, and the total deficit \$52,779,350, compared with \$58,696,911.

That these railways should have been able to provide more than thirteen millions towards meeting interest charges due the public is of itself a gratifying achievement when it is recalled that in 1920 the deficit before fixed charges was \$36,652,732. The interest due the public last year amounted to \$34,529,667.89.

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To the extent that the railways could not meet these charges the Government supplied the funds. These advances go to swell the steadily increasing interest charges on advances by the Government, which last year amounted to \$30,157,-943.67. In 1920 interest charges due the Government amounted to \$14,381,-536.99. It will be noted that Sir Henry Thornton in his report intimates that consideration is being given by the board to the possibility of writing down the capitalization of the system to a figure which may be regarded as consistent with the earning prospects of the railway. The new management feel that it is unreasonable to burden the Canadian National Railways with a load which is beyond conceivable earning capacity. In this connection the Select Standing Committee of the House of Commons on National Railways and Shipping, which examined the chief officials of the railway during the recent session, in the course of a study of 1923 operations and of this year's estimates, has this to say:—

"Your committee is of the opinion that the capital sum upon which interest charges are now computed in making up the annual income statements of the Canadian National Railways is excessive and desires to suggest that the Government give early consideration to the feasibility of reducing same."

The improving position of the Canadian National lines is strongly reflected in the attitude of the financial world in the matter of loans. During 1923 loans aggregating \$72,500,000 were floated by the railway on the guarantee of the Government which, of course, is sole owner of the capital stock of the Canadian National Railway Company. These offerings at 5 per cent were taken by Canadian financial interests. Recently an equipment loan of \$9,375,000, guaranteed by the Government, was floated in New York at $4\frac{1}{2}$ per cent, also an issue of \$20,000,000 3-year gold notes at 4 per cent. Both loans were oversubscribed within a few hours, a significant indication of the confidence reposed by outside financial circles, both in the National Railways and in Canada. This was the first occasion since the war that the railway has been able to raise money at less than 5 per cent.

The report of the departmental accountant indicates an expenditure to March 31, 1924, of \$1,282,035,146.51, of which sum \$926,365,992.41 has been on railway account (exclusive of subsidies amounting to \$78,785,471.09) and \$211,-523,005.25 on canal account. Other items included are Quebec bridge, \$22,640,-228.46, and miscellaneous, \$42,720,449.30.

Revenue received by the department from the date of Confederation, July 1, 1867, to March 31, 1924, amounts to \$412,589,894.54, of which \$391,866,392.09 has been received on railway account and \$20,723,505.45 from canals. The revenue on railway account is as of March 31, 1921. Under authority of item 341, chapter 54, of 1921, receipts and revenues of Canadian Government Railways, are now applied by the management to the payment of working expenses.

From canals there was received during the fiscal year under review \$900,-575.26, compared with \$742,410.46 for the previous year. No tolls have been charged on the canals since 1903, and the revenue referred to is from hydraulic and other rents, wharfage and elevator charges.

Among the expenditures of the year was \$4,066,210.14 under the Canada Highways Act, \$6,465,512.55 on the Welland ship canal and \$2,611,543.81 on the canals generally.

Since the compilation of the last annual report the service has suffered distinct loss in the death of the late W. A. Bowden, for fourteen years chief

engineer of the department. Mr. Bowden was a man of great attainments and high standing in the profession of engineering and his long connection with the department and close acquaintance with the engineering projects in course of construction or in contemplation renders his loss the more serious from the standpoint of the public service to which he was so earnestly devoted. The vacancy caused by his untimely death was filled acceptably by the promotion to the vacant post of Lt.-Col. A. E. Dubue, formerly engineer in charge of Quebec canals.

The operation of the main and secondary system of canals during the 1923 season of navigation was devoid of serious accident or extended delays. An increase of traffic was observable through the Welland canal, the actual tonnage carried being 3,755,912, an increase of 11 per cent over the previous year. This figure was only surpassed in the year 1913, and then but slightly. The largest downbound cargo carried through the canal was 93,500 bushels of wheat, or 2,805 tons.

The Government elevator at Port Colborne received 57,867,872 bushels of grain during the season, an increase of about 8 per cent over the previous year. Seventy per cent of the grain was from Fort William and the remainder from United States ports. The net earnings for the year were \$179,991.60. An extension to the elevator, consisting of a one-million bushel storage annex, which will bring the total capacity up to 3,050,000 bushels, is now in course of construction.

An increase of 34 per cent in registered tonnage and 35 per cent in freight tonnage through the Sault Ste. Marie canal is noted. For the Canadian and American canals taken together the increases in traffic were 33 per cent for registered tonnage and 38 per cent for freight.

During the fiscal year construction work was carried on on sections 1, 2, 3, 4 and 5 of the Welland ship canal. Substantial progress has been made and on February 27, 1924, a contract was let to A. W. Robertson, Limited, for section No. 8, which covers the lake Erie entrance to the ship canal and extends over a distance of approximately 3 miles. The work to be performed consists of the excavation of the canal prism and pit of the guard lock, and the dredging of the harbour and entrance channel, the concrete construction of the lock and entrance walls, supply weir, harbour works, bridge, substructures, etc.

Sections 6 and 7 remain to be placed under contract. These comprise that portion of the canal which lies between Port Robinson and Port Colborne, a distance of about 10½ miles. This will consist largely of straightaway excavation. With the exception of such structural work as may be required at the crossing of the Welland river the heavy work connected with the Welland ship canal has now all been placed under contract.

The total distance of the ship canal from lake to lake will be 25 miles. The difference in level between the two lakes is 325½ feet, which will be overcome by seven lift locks of 46½ feet. The locks are to be 800 feet long and 80 feet wide in the clear and will provide for 30 feet of water over the mitre sills and 25 feet in the reaches. For the various classes of work involved in the construction of the entire canal the following percentages are estimated now to have been completed: rock excavation, 34 per cent; earth excavation, 52 per cent; water-tight embankments, 74 per cent; concrete, 42 per cent; and reinforced steel, 56 per cent.

For many years the possibility of the ultimate enlargement of the St. Lawrence Canal system between lake Ontario and Montreal has been studied by the engineers of this department and much data relating thereto obtained. In

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recent years the preparation of tentative plans became necessary in order that the department might deal intelligently with proposals by private corporations for the development of isolated water powers which might seriously conflict with the co-ordinated development of the navigation and power potentialities of the river as a whole.

A close study of the project was made by the late chief engineer, and his views are largely embodied in the Bowden-Wooten report of June 24, 1921, in which Mr. Bowden, and Col. W. P. Wooten (the latter representing the United States Government) made certain joint recommendations, which later were considered by the International Joint Commission. The latter body recommended, under date of December 19, 1921, that the question of the development of the St. Lawrence river for navigation, and for the supply of power, be referred back to the Joint Engineering Board, and that the latter be enlarged to six members, three to be appointed by each country. It is intended that the enlarged board shall review the Bowden-Wooten report and that it shall extend its inquiries with a view to supplying all the information relevant to the proposals suggested by the report of the International Joint Commission above referred to.

On May 7, 1924, the Canadian section of this enlarged joint engineering board was appointed by Order in Council, and includes:—

Duncan W. McLachlan, B.Sc., of the department of Railways and Canals, Ottawa;

Oliver Odilon Lefebvre, Chief Engineer, Quebec Streams Commission, of Montreal, and

Brigadier-General Charles Hamilton Mitchell, C.B., C.M.G., B.A. Sc., C.E., of Toronto.

The United States Government has appointed Col. Edgar Jadwin, Col. Wm. Kelly and Lt.-Col. George E. Pillsbury to the American section.

Mr. McLachlan, who was principal assistant of the late W. A. Bowden in his studies of the St. Lawrence project, has been named chairman of the Canadian section and Col. Edgar Jadwin, chairman of the American section.

To provide for the co-ordination of the views of the technical officers of the several departments of government which may be affected by the initiation of negotiations leading to the conclusion of a treaty with the United States on the subject, or by the carrying out of the work, if undertaken, the following have been constituted an interdepartmental committee under the chairmanship of Col. O. M. Biggar, K.C.:—

Finance—J. A. Russell, alternate R. B. Viets.

National Defence—Brigadier-General A. G. L. McNaughton.

Public Works—K. M. Cameron, alternate C. R. Coutlee.

Interior—J. B. Challies, alternate J. T. Johnston.

Marine and Fisheries—W. J. Stewart, alternate V. W. Forneret.

Railways and Canals—E. B. Jost.

Trade and Commerce—Gordon Wrong.

In addition, the Canadian Government and the Government of the United States have each appointed committees of representative business men who will make a comprehensive study of the project, and whose advice may be expected to have much weight with their respective governments when the question of the international development of the St. Lawrence is ripe for decision. Provision for the appointment of a National Advisory Committee for Canada is contained in the following Order in Council (P.C. 779 of May 7, 1924):—

“The committee of the Privy Council have had before them a report, dated May 7, 1924, from the Secretary of State for External Affairs, submitting that the question of improving the navigation on the St. Lawrence waterway so as to provide access to the Great Lakes for maritime commerce, is one of considerable difficulty and complication, and its right decision may be of the highest possible importance to Canada. The project necessarily

involves collaboration with the United States of America and the expenditure of very large sums of money. The minutest examination of the problem in all its aspects, economic, technical and international, is not only justified but essential. The International Joint Commission has held hearings on the subject in both Canada and the United States, and has submitted a most elaborate and valuable report; the engineering problems involved have already been the subject of enquiry and report by an international board of engineers, and are to be further investigated by another such board; other technical connected questions are in course of being studied by an interdepartmental committee.

"The minister is of the opinion that it would be in the public interest to constitute a National Advisory Committee to consider generally whether or not the project would, if completed, be beneficial to Canada, whether the benefits which might accrue and the pecuniary returns, direct or indirect, which may be anticipated from it are such as to counterbalance its disadvantages, if any, whether Your Excellency should indicate a readiness to enter into discussions with the United States of America looking towards the negotiation of a treaty for the carrying out of the necessary works, and what should be the character of the stipulations which any such treaty should contain.

"The minister accordingly recommends that a National Advisory Committee be constituted for the purposes aforesaid, the Honourable George Perry Graham, Minister of Railways and Canals, to be chairman thereof, and the following to be its members:—

Thomas Ahearn, Ottawa, Ont.

Honourable Walter Edward Foster, St. John, N.B.

Beaudry Leman, B.Sc., C.E., Montreal, P.Q.

Edward D. Martin, Winnipeg, Man.

Dr. Wilfrid Laurier McDougald, Montreal, P.Q.

Honourable Sir Clifford Sifton, K.C.M.G., K.C., Toronto, Ont.

Major-General John William Stewart, C.B., C.M.G., Vancouver, B.C.

Honourable Adelard Turgeon, C.M.G., C.V.O., Quebec, P.Q.

"The committee concur in the foregoing recommendation and submit the same for approval."

A somewhat similar body known as the St. Lawrence Commission, was appointed by the President of the United States on March 14, 1924, and comprises:—

Herbert Hoover, Secretary of Commerce, Chairman.

Wm. C. Breed, attorney at law, New York city, former President, New York Merchants Association.

James E. Davidson, Bay City, Mich., Vice-President, American Ship Building Company, Bay City.

James P. Goodrich, Winchester, Ind., formerly Governor of Indiana.

James R. Howard, Chicago, Ill., formerly President, American Farm Bureau Federation.

James D. Noonan, American Federation of Labour.

Stephen B. Davis, Washington, D.C., Counsel.

Charles P. Craig, Duluth, Minn., Executive Secretary.

A further member of the commission is expected to be chosen from the commercial community in the New England States.

The draft terms of reference, embodying the questions which will go before the enlarged joint engineering board, have been formulated by the technical officers representing both countries and at present writing are before the Governments of Canada and of the United States for consideration.

This year there appear for the first time in the annual report of the department statements of expenditure under the Employees Compensation Act, Chapter 15, of the Statutes of 1918. The administration of the Act has heretofore rested with the Department of Finance. It developed, however, that the greater part of the expenditure was on account of Canadian Government Railways, which made it necessary for this Department to maintain an audit and keep certain

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accounting records. In dealing with these railway claims it was found that this department could, with very little additional work, administer the Act as a whole. The Department of Finance therefore authorized the Department of Railways and Canals to deal with all matters relating to the administration of the Act as from July 1, 1922.

In order that it may be more readily available to the many interested in the problems of highway construction and maintenance, the report of A. W. Campbell, Commissioner of Highways, who is charged with the administration of the Canada Highways Act, is this year issued in separate form.

Your obedient servant,

G. A. BELL,

Deputy Minister of Railways and Canals.

August 18, 1924.

ANNUAL REPORT OF THE CANADIAN NATIONAL RAILWAY SYSTEM

FOR THE YEAR ENDED DECEMBER 31, 1923

MONTREAL, QUE., May 1, 1924.

To the Hon. GEO. P. GRAHAM, M.P.,
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith, in behalf of the Board of Directors, the report of the operation and affairs of the Canadian National Railway System for the year ended December 31, 1923.

MILEAGE

The mileage of lines included in the system is divided into regions, as follows:—

	Miles owned by constituent companies	Miles under lease or contract	Miles under trackage rights	Total mileage
Atlantic Region.....	2,580.85	164.25	14.98	2,760.08
Central Region.....	7,318.25	478.89	33.77	7,830.91
Grand Trunk Western Lines.....	841.81	123.67	26.21	991.69
Western Region.....	9,555.21	681.91	31.09	10,268.21
	20,296.12	1,448.72	106.05	
Total steam-operated lines making up "System Mileage".....				21,850.89

Complete details will be found attached.

The operating results for the year are shown in the following summary which compares the principal items of revenue and expenses with corresponding items of the previous year:—

REVENUE

	1923	1922	Increase or Decrease
	\$ cts.	\$ cts.	\$ cts.
Freight.....	185,240,896 71	169,783,721 76Inc.	15,457,174 95
Passenger.....	39,285,318 14	35,486,294 72Inc.	3,799,023 42
Mail.....	3,543,078 11	3,673,194 86Dec.	130,116 75
Miscellaneous.....	26,857,163 08	25,115,813 71Inc.	1,741,349 37
Total.....	254,926,456 04	234,059,025 05Inc.	20,867,430 99

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EXPENSES

Maintenance of ways and structures.....	44,781,775 95	45,623,536 34Dec.	841,760 39
Maintenance of equipment.....	52,176,320 13	56,160,700 14Dec.	3,984,380 01
Traffic.....	5,787,582 66	5,249,901 65Inc.	537,681 01
Transportation.....	120,307,796 00	113,653,320 14Inc.	6,654,475 86
Miscellaneous operations.....	4,285,829 57	4,127,733 28Inc.	158,096 29
General.....	8,063,390 52	7,248,424 18Inc.	814,966 34
Transportation for investment.....	712,801 88	891,985 00Dec.	179,188 12
Transportation water line.....		682 77Dec.	682 77
Total.....	234,689,892 95	231,172,313 50Inc.	3,517,579 45
Net earnings.....	20,236,563 09	2,886,711 55Inc.	17,349,851 54

Operating ratio..... 92.06

GROSS EARNINGS

The increase in revenues is particularly gratifying, and speaks for itself. An excellent crop contributed materially to this satisfactory showing. The fundamental necessity of the system is to build up its gross earnings to such a figure as will be consistent in some degree with its large mileage, and every effort is being addressed to this objective. Freight and passenger traffic returns for the year both show a material improvement over the previous year. With the single exception of September, when the grain movement was somewhat retarded, each month's gross revenue has shown a satisfactory increase over the corresponding month of 1922. The financial performance of the system will turn very largely upon the constantly increasing gross receipts, and the board notes with satisfaction the zeal and energy which the traffic department and all in the service of the company have displayed in this direction.

OPERATING EXPENSES

A comparison of operating expenses shows that there was a reduction of \$841,760 in expenses chargeable to maintenance of way and structures, and of \$3,984,380 in those attributable to maintenance of equipment.

With respect to maintenance of way and structures the saving was largely the result of the performance of work during that season of the year when its accomplishment involved a minimum cost both from the point of view of price of labour and interruptions from traffic. Considerable attention was also given to improvement of work and the maintenance of certain sections of the system at a standard consistent with the character of the traffic. Notwithstanding a reduction in maintenance of way and structures expenses, the general standard of the roadbed has not only been maintained, but an improvement has been accomplished.

The reduction in expenses chargeable to maintenance of equipment is largely due to the fact that in the year 1922 a deferred maintenance of equipment reserve was created by charges amounting to \$4,490,000, whereas in 1923 charges under this heading amounted to \$801,402. The difference in these charges in 1923 as compared with 1922, amounted to \$3,688,598. All deferred maintenance of equipment charges may now be considered as either having been overtaken or provided for in the above-mentioned reserve. The balance of the saving in maintenance of equipment expenses may be attributed to more economical working.

For the twelve months ended December 31, 1923, the average number of freight cars awaiting repairs represented 6.2 per cent of the total freight car equipment, as compared with an average of 8.2 per cent for what are termed

"Class 1" railways in the United States. With respect to locomotives awaiting repairs on the Canadian National Railways, the average figure for 1923 was 22.88 per cent, while for "Class 1" American railways it was 21.35 per cent. From this it will be seen that the general condition of equipment on the Canadian National Railways was comparable with the better class railways across the border, and it is a reasonable deduction that expenses chargeable to maintenance of equipment are ample.

Attached will be found a statement of additions to and retirements from the system's motive power and rolling stock made during the year.

TRANSPORTATION EXPENSES

Transportation expenses increased by \$6,654,475 and absorbed 47.18 per cent of the gross earnings, as compared with 48.57 in 1922, in the face of an increase in the gross earnings of \$20,867,430. That is to say, gross earnings increased 8.9 per cent and expenses chargeable to moving the traffic increased 5.8 per cent. While these figures are indicative of a healthy improvement, a fruitful field for further reductions exists which will be cultivated with energy throughout the year 1924.

Transportation expenses vary with gross earnings, and the larger the volume of business the greater is the amount consumed in its movement. While such increases are inevitable the objective to be sought is a minimum increase in transportation expenses as gross receipts increase.

In the consideration of transportation expenses efficiency of organization plays a large part and it is fair to point out that the present transportation organization did not begin to function as an entity in all of its details until the latter part of the year. This is abundantly demonstrated by the fact that in the latter months of 1923 and the early months of 1924 the percentage of gross earnings absorbed by transportation expenses represented a constantly decreasing figure. It is not unreasonable to assume that these expenses in 1924 will show material improvement.

TRAFFIC EXPENSES

Traffic expenses increased by \$537,681. This was largely due to a more aggressive policy in the solicitation of business, advertising, and similar items. In view of the large increase in gross earnings, the increase in expenses chargeable to traffic is modest; indeed it is believed that a further increase in such expenses would be productive of a larger gross revenue. It is the intention of the administration actively to pursue this policy and, where an adequate return is assured, unhesitatingly to assume expense.

Prior to the consolidation certain expenditures required for developing traffic were postponed. These expenditures as well as those in connection with the new Colonization and Development Department were undertaken during the year and partly account for the increase in traffic expenses.

GENERAL EXPENSES

General expenses increased by \$814,966. A large proportion of this was due to reorganization, the preparation and establishment of new offices, the moving of officers and employees to their new headquarters, much of which would naturally be expected in the adjustment of the new organization and will not be recurrent. Increases in law expenses, including litigation costs, and pensions accounted for about half of the increase in general expenses.

The other items of increases in expenses are relatively unimportant.

INCOME ITEMS

In an examination of the income statement, a decrease of \$2,170,286 will be observed in total non-operating income, which is all due to the decrease under account 519.

In 1922 substantial profits were made in exchange on purchase of sterling funds. In 1923 the profit was less by \$1,000,000. In order to comply with the requirements of the Interstate Commerce Commission in connection with a settlement with the United States Government for the guarantee period 1920 a debit of \$1,457,562 was made against income account, with no corresponding entry for 1922. These two amounts were the main items producing the above decrease.

HIRE OF FREIGHT CARS—DEBIT BALANCE

The assembling of cars for the western crop movement, and the inevitable delay resulting to coal cars used in accumulating a large reserve of fuel (which indications of a miners' strike made a proper precaution) necessarily resulted in a large increase in the amount paid to other carriers for use of cars. The results obtained, however, amply justified this course of action and the expenditure involved. Available car supply through this means was increased by 7.6 per cent. The service obtained per car per day was increased by 5.6 per cent, permitting additional freight tonnage to be handled, which, notwithstanding the lower average of freight rates, produced increased freight earnings of \$15,457,000.

It is expected that still greater efficiency in car service will be obtained during the coming year, but this will not prevent a further increase in adverse per diem balance if revenue traffic continues to increase.

BALANCE SHEET

A consolidated balance sheet has been prepared which includes the capital accounts of the railways and subsidiary companies comprising the national system.

There are securities in the hands of the public of a total par value of \$823,099,056. In addition to this, there is an amount expended by the Government to construct and equip the Interecolonial and the Transcontinental, and to purchase various branches in the province of Quebec and in the Maritime Provinces which form the old Canadian Government Railways, the capital investment and operations of which are duly set forth in the system consolidated balance sheet.

As shown in the income statement, fixed charges for the year total \$65,199,323, being an increase of \$5,798,847 over 1922, practically all of which was on account of interest charged by the Government. Of the total fixed charges mentioned above, \$35,041,380 was paid to the public.

Consideration is being given to the policy to be followed with respect to the capitalization of the system, and the extent to which, if at all, the advances made and capital held by the Government should be written down to a figure which may be regarded as consistent with the earning prospects of the railway. In the consideration of such a problem, the interests of the Government, which is to say the people of Canada, must be given due weight. On the other hand it would seem unreasonable to burden the Canadian National Railways with a load which is beyond its conceivable earning capacity. The directors have this problem under consideration but before any definite recommendations can be made, a careful survey must be made of the capital position of the company, not only with a view to meeting the difficulty explained in this paragraph but also to simplifying and consolidating a variety of securities outstanding.

The following statement gives a concise picture of the position:—

Securities held by public.....	\$ 823,099,056 10
“ “ Dominion Government.....	33,048,000 00
Receiver's Certificates <i>re</i> Grand Trunk Pacific.....	53,177,668 18
Loans from Dominion Government including interest.....	580,314,081 84
Appropriations account Canadian Government Railways.....	447,643,526 03
Governmental grants in aid of construction.....	16,204,520 40
	<hr/>
	\$1,953,486,852 05

FINANCE

Of the \$74,550,000 voted by Parliament for the fiscal year ended March 31, 1924, there was advanced in cash by the Government to the Company \$24,550,000, the balance being represented by the \$50,000,000 of thirty-year 5 per cent guaranteed bonds issued in February, 1924. As of August 1 last an issue was made of \$22,500,000 of the Company's fifteen-year 5 per cent bonds guaranteed by the Dominion Government, but additionally secured by \$30,000,000 worth of equipment in connection with which the bonds were issued.

TRAFFIC MOVEMENT

Freight tonnage increased by 18.2 per cent or 8,925,416 tons. The average freight train load increased from 475 tons in 1922 to 504 tons in 1923. This was produced by operating efficiency and resulted in lower transportation costs. The volume of freight traffic movement increased 13.28 per cent namely from 16,432,787,616 ton miles in 1922 to 18,615,107,256 in 1923. As a result of organized preparation the company's share in moving the largest grain crop in the history of the country was performed satisfactorily and without any serious car shortage. The number of carloads of grain handled over the national lines to Vancouver increased by over 72 per cent. Business in Central Canada was relatively good and on the United States lines of the system the freight traffic was particularly heavy during the year.

The increase in revenue tonnage handled was largely made up of increases in bituminous and anthracite coal and other mineral products. There were also increases in forest products and in unclassified manufactures and miscellaneous goods.

The lifting of the British embargo on Canadian cattle which permitted their admission for feeding purposes after April 1, had an appreciable effect on stock movements from the west, and while the business is handled at low rates, the extension of the market for Canadian cattle is expected to prove of considerable value.

The Governments of Ontario and Alberta made an effort to substitute Alberta coal for United States anthracite consumed in Ontario, and in order to assist in the experiment the railway handled certain quantities at \$7 and \$9 per ton; the regular published rate being \$12.70 per ton. It was hoped that this would provoke reductions in other items contributing to the cost of coal and result in effective competition with coal from the United States. The desired result was not achieved. Inasmuch as the \$9 rate represented the bare out-of-pocket cost of transportation, the railway has been obliged to decline any reductions from the tariff rate which, if brought into effect, would materially deplete its gross earnings.

There was a slight increase in the number of passengers carried, but the attached statement shows a substantial increase in length of haul. Steamship business by maritime ports shows a gratifying increase. The motor car is affecting the railway's short journey traffic considerably and while self-propelled units are being put in where justified, there is no doubt that a certain

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amount of business is lost to the railways through the growing use of motor cars, irrespective of the service given. The same applies to competition experienced by the express department from the use of motor trucks.

RATE REDUCTIONS

The decrease in average freight receipts per ton per mile from 1.033 cents in 1922 to .995 cents in 1923 is largely due to increased freight rates, and partly to the relative quantities of commodities handled. This decline has seriously affected the net returns of the National System, the difference in the rate for the two years representing a loss in net revenue of \$7,000,000.

The principal rate reductions which affected revenue in 1923 were as follows:—

- Application of Crowsnest Pass basis of rates on grain and grain products, eastbound to head of lakes (reduction of approximately $33\frac{1}{3}$ per cent), effective July 6, 1922;
- Reduction of 6 per cent in Eastern Canada and $6\frac{1}{2}$ per cent in Western Canada in rates on basic commodities, effective August 1, 1922;
- Reduction of 20 per cent in rates to Vancouver on export grain, effective August 1, 1922, and a further reduction of 10 per cent effective October 10, 1923;
- Reduction in export rates on grain milled in transit of $2\frac{1}{2}$ cents per 100 pounds from lower lake ports, effective May 15, 1923;
- Removal of "Halifax Differential" of 1 cent per 100 pounds on overseas traffic in and out of Halifax, effective October 1, 1923;
- Adjustment in rates in Prince Edward Island and other Maritime Provinces, effective on various dates beginning May 29, 1923.

Railway freights rates in Canada are and have been for many years the lowest in the world. The average freight receipt per ton per mile for Canadian Railways in 1914 was 0.742 cents. War time increases forced this unit of earning up to a point approximately 75 per cent over the pre-war level. The series of reductions which began January 1, 1921, have substantially reduced this average so that in 1923 it stood at 0.980 or 32 per cent above the pre-war level. In contrast to this the average prices of labour, material and supplies prevailing in 1923 were somewhat in excess of 90 per cent over the pre-war scale.

The Canadian National Railway System is the property of the people of Canada, and it is for the people, through their duly elected parliamentary representatives and the Board of Railway Commissioners, to determine what the freight and passenger rate policy of the Dominion in its relation to the Canadian National Railway System shall be but there is no way by which freight and passenger rates can be continually reduced and net earnings at the same time increased; and, moreover, restricted net earnings must inevitably mean additional taxes to provide for annual deficits. *The administration of the Canadian National Railways System is the trustee of the people's property. That administration cannot and has no desire to dictate policies, but it would be lacking in the fulfilment of its public duties if it did not make these facts clear to the people of Canada.*

BETTERMENTS

During the year important progress was made on the general improvement programme which has been carried on during the period of Government control. The expenditures have been large, but have not been out of proportion to the corresponding expenditures made by other large systems on this continent, and the improved operating results could not have been obtained without such

expenditures and the acquisition of additional rolling stock and motive power. The properties of the system have been brought up to a standard which will enable the handling of increased traffic in the future with normal expenditures, except so far as affected by new business developments.

A statement of classified expenditures made during the year is attached.

To obtain proper results from operating as a single system lines which previously were in competition, it was necessary to build a number of connecting lines and cut-offs, the construction of which has permitted short and economical routing of traffic, joint use of terminals, stations, office and other facilities with consequent reduction in operating expense, increased capacity for handling the volume of business and ability to give improved service to the public. During the period of improvement, various grade reductions have been undertaken; water supply, particularly in Western Canada, has been greatly improved; terminals have been enlarged and modernized; some sections of the railway have been double-tracked; signals have been installed; a great many tie plates have been applied; heavier rails have been laid; bridges, trestles and culverts have been strengthened, renewed or replaced with permanent work; tie renewals have been brought up to a proper basis and a start has been made on the use of treated ties. Much ballasting has been undertaken, although much remains to be done. A number of station buildings have been constructed; some enlarged or replaced. Telegraph and telephone communications have been bettered.

In addition to the cars purchased, there were a number rebuilt, reinforced and in other ways improved. Various items of special equipment were applied to locomotives such as feed water heaters, automatic stokers, boosters, superheaters, etc., and a number of locomotives were converted or rebuilt. The gradual use of heavier power over the various lines as their physical condition permits, and as traffic is developed, tends more and more to efficient operation.

LAND SALES

Conditions in the farming industry in Western Canada are not yet such as encourage the ready sale of lands; 61,994 acres were sold in 1923 at an average price of \$15.66 per acre, amounting to \$970,952. 9,025 acres were sold in 1922 at an average price of \$16.67 per acre, amounting to \$150,531.14.

When cancellations of purchase contracts are considered, the showing is still more favourable. In 1923 the cancellations represented 59,190 acres as against 114,056 acres in 1922. Fewer cancellations are expected in 1924.

WAGES AND LABOUR

Various demands were made by employees during the year for increases in wages and improvements in working conditions. Several requests for increases are under consideration at the present time. There was no loss of time by reason of strikes among the railways' employees during the year. General good feeling prevails in all classes.

The total expenditure for labour during the year chargeable to operating expenses was \$136,463,470 representing 58.15 per cent of such expenses, as compared with 54.99 per cent in 1922.

PURCHASES AND STORES

All purchases for the Canadian National Railways and subsidiaries, including the Canadian Government Merchant Marine, are under the jurisdiction of the Purchasing Department, with headquarters in Montreal. There are purchasing agents located in the various regions to handle local buying. In the work of the department is included the custody and distribution of stores

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and materials. The reclamation of material and the sale of scrap, through which very substantial savings are effected, also comes under the Purchasing and Stores Department.

EXPRESS

This service is now carried on by the railway company itself instead of by the express company. Economics and other advantages have resulted from the change. The gross express receipts and the expenses of the express department are included in the system's revenue and expense accounts, whereas, generally speaking, other railways show only the net earnings earned by transporting express matter.

The operations of the express department present a large and fruitful field which merits a progressive and aggressive policy. It is the intention of the company during the coming year to expand the activities of the express department into foreign fields, not only with the view of securing a large volume of traffic, but also in the provision of travellers' cheques and various other financial arrangements necessary to the comfort and welfare of tourists.

Details of the operation of the express department will be found attached.

TELEGRAPHS

The Canadian National Telegraphs operate commercial telegraph lines throughout the Dominion west of Moncton, N.B., and have charge of the maintenance of all telegraph and telephone lines used for railway purposes.

Material improvement has been made in the efficiency of the telegraph department during the year. Better and more satisfactory offices have been provided at several places, the messenger service has been smartened and every effort is being made to provide a standard of service which will excite a greater business. Other detailed information in connection with this department will be found attached.

INSURANCE

The Insurance Department was reorganized in March, 1923, and placed under the control of a Director of Insurance. At the same time the company decided to extend over the whole system the principle of self-insurance which had previously been in effect to a limited extent on parts of the system. The wisdom of this policy has been amply justified, as although there was paid into the fund approximately \$250,000 less than had previously been paid to underwriters, a surplus of \$1,014,014 was accumulated from April 1 to December 31.

This surplus together with the previous surplus amounted in the aggregate as of December 31, 1923, to \$3,133,735, practically all of which is invested in Dominion Government securities. The intention is to build up this fund as rapidly as possible.

An entirely new recording system has been devised which results in a determination of the exact status of the insurance fund with respect to premiums and losses on the various classes of risks insured therein.

A fire prevention and inspection staff has been organized under the direction of a competent fire prevention engineer, and is concentrating its efforts towards a reduction in losses. Various other steps have been taken to reduce fire losses, and it is anticipated that within the next year the system will have a fire insurance, prevention and inspection system second to none.

COLONIZATION AND DEVELOPMENT

During the past year the matter of immigration has been receiving very close attention in governmental and railway circles. Its success depends first, upon the choice of suitable immigrants; secondly, upon the suitable location of such immigrants; and, thirdly, upon the supervision and assistance of them till they become self-supporting. Having this in view it was decided to open in London, England, a special office under the jurisdiction of the Department of Colonization and Development. Dr. W. J. Black who, after many years of special experience in agriculture and immigration, held the position of Deputy Minister of Immigration at Ottawa, has been appointed European manager of such office. Prior to his leaving for England recently, special meetings were held in Montreal at which there were present representatives of the Dominion Government, the national railways and allied steamship companies—the desire being to determine a policy of which all interested parties would approve, and which would be carried out in a spirit of co-operation.

The present work of colonization and development of natural resources is being carried on from centres such as Montreal, Winnipeg, Edmonton, London, England, and Paris, France, with branches at St. Paul, Seattle and Boston in the United States. It embraces advertising of lands and business opportunities, the distribution of information in the public press and by lectures, folders, pamphlets, maps, etc., the answering of inquiries, etc., advising and assisting incoming settlers in regard to choice of lands and the obtaining of employment. The work in the New England States has resulted in the repatriation of French Canadians in Western Canada, Quebec and northern Ontario. Up to the present time satisfactory results have been produced in spite of the recent agricultural depression, but the more important part of the work done during the past year was the establishment of a suitable organization which will be able to assist in completing the work expected to result from the intensive immigration policy now being carried on and which includes the group settlement arrangements made with the Overseas Settlement Board.

The following represents the broad principles upon which it is intended to carry on with vigour the colonization work of the Canadian National Railway System:—

1. To influence the immigration and satisfactory settlement in Canada of the largest possible number of people of productive capacity which the country can absorb and assimilate;
2. To contribute to the dissemination of information concerning the vast and extensive natural resources of the Dominion and the widespread opportunities for industrial development, so that capital may be attracted from other countries and invested where enterprise will be legitimately rewarded;
3. To promote the land settlement of new Canadians under conditions that will ensure the maximum success in their farming operations and enable them to enjoy such social and religious institutions as are necessary to individual happiness and contentment;
4. So to encourage improvement in agriculture that more diversified methods may be used in farming, and that crop, livestock and dairy production may be increased in accordance with market demands and prospects;
5. To assist by organized effort in the immigration of young people of desirable type and character, especially from Great Britain, and in their placement in respectable rural homes, where they may become

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qualified to participate in constructive activities and acquire citizenship of distinct value to Canada;

6. To aid in the development of new opportunities for service and to facilitate every effective means of selecting immigrants physically fit and anxious for work;
7. To co-operate with the federal and provincial governments and business organizations throughout the Dominion in promoting all measures calculated to contribute toward an increase in immigration of adaptable people and in their settlement under the most favourable conditions possible.

PENSIONS

Various plans are now in effect on different parts of the system. A pension scheme for the whole system is under consideration and temporary arrangements are in effect on parts of the system which have not previously had a pension plan.

The total number of pensioners at December 31, 1923, was 2,078, and the total amount paid for pensions in 1923 was \$925,173.

FIRST AID

For many years this work was carried on over the lines of the Grand Trunk System. It will in future be undertaken on all the national lines. For this purpose a Director of Safety First and First Aid was appointed in general charge of the work in January, 1924.

ECONOMICS

In order that special consideration may be given to various economic problems which arise from time to time in regard to operation and development matters, a Bureau of Economics was organized in March, 1923, as a special department.

RADIO DEPARTMENT

A Radio Department was organized during the latter part of 1923 under the control of a radio engineer and an assistant. The work undertaken during the year was largely experimental, and principally in connection with the operation of radio on moving trains. Various tests having been made and excellent results obtained, wireless receiving instruments are now being installed upon the principal transcontinental trains, and similar sets are being placed in a number of the company's hotels. It is the intention, in the introduction of radio telephony on the lines of the Canadian National Railways, to provide a ready means of communication between the executive officers of the railway and the public, to advertise Canada and the Canadian National Railways, to furnish entertainment to passengers on long distance trains and guests at the company's hotels, and generally to make the service of the railway more attractive to the travelling and shipping public. But more important still is the desire to establish that human contact between the officers of the company and the employees which it is considered is essential to the maintenance of loyalty and efficiency. The company has arranged for wireless receiving sets to be procured by its employees at a reasonable price and on easy terms. Considerable advantage has already been taken of this, and in the course of a comparatively short time it is hoped that it will be possible for the executive officers of the company to address personally a large proportion of the employees in their own homes. As an advertising medium radio telephony is unsurpassed, and the administration believes that in the establishment of a radio department it has taken a unique and constructive step in railway operation.

ORGANIZATION

When the present Board of Directors took charge of the property represented by the Canadian National Railway System, two separate organizations existed, namely the Grand Trunk Railway and the Canadian National Railways of that day. Within the limitations imposed by conditions much co-ordination had already been accomplished and many improvements and economies introduced. The administrative work performed by these two organizations laid the foundation for what was to follow, and the present board desires to record its recognition of the valuable work performed by the boards of directors and officers of the previous organizations.

The task, however, of determining the organization best suited for the administration of so large a property, extending from the Atlantic to the Pacific and including telegraph and express companies, as well as a merchant marine, can only be characterized as formidable. All of the great railway systems of North America and Europe have been the result of decades of growth and development in which ample time was afforded for the development of an organization and the education and trial of those who have subsequently become trusted and capable officers. To a large degree the Board of Directors was obliged to evolve within a few months a consolidated organization appropriate to the needs of the widely-flung system committed to its charge. Officers were obliged to acquaint themselves not only with the new territories, but with each other. New channels for the flow of reports and instructions had to be provided, a system of statistical information developed which would readily reveal the operating results of the various departments and the danger points to be guarded against, and many other important details which will at once be apparent to those familiar with the organization of a large undertaking. It would be remarkable if the accomplishment of such a task were unaccompanied by mistakes; but if such mistakes have been made they have been of relatively small importance, and have not materially affected the general result for the year. No doubt as months go by errors will be detected and improvements made.

Perhaps the most gratifying feature of the year's operations has been the development of a fine spirit of loyalty, co-operation and pride in the undertaking amongst officers and employees alike. Much of the satisfactory financial performance has been due to this spirit. Those employees and officers of the company who come in contact with the travelling and shipping public have assisted greatly in establishing an excellent feeling by their courtesy and attention to the patrons of the system. The principle that the passenger is always to be regarded as the guest of the company has been splendidly maintained by all. The board has much pleasure in congratulating all in the employ of the company upon the efficiency of their efforts, and cordially thanks them for their loyal support.

While business and industrial conditions in their relation to and effect upon the national railway system in all sections of the Dominion have received thoughtful and sympathetic consideration, the position in the Maritime Provinces seems to call for special comment.

In those provinces there appears to exist a feeling of disappointment and dissatisfaction in a way, which is not clearly revealed, that the provinces have not obtained that advantage from Confederation which they had been led to expect. The consideration of such a problem is obviously beyond the scope and responsibilities of the administration of the national railway system, but when dissatisfaction in any section of the Dominion reaches such proportions as to involve a possible effect upon the company's operations, it is desirable that at

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least some attention should be given and it is for this reason that the subject is mentioned in this report.

With a view to improving the position in the Maritime Provinces, the efforts of the traffic department of the railway have been addressed in various directions, and as a result the sailings from the port of Halifax have been increased from 491 in 1922 to 768 in 1923. The Canadian National Railways recognize the importance of the ports of St. John and Halifax, and the useful part they should both play in the development of Canadian marine traffic. Nothing within reason will be left undone to promote increased business through these gateways. For some time there had been a differential of one cent per hundred pounds against the port of Halifax on export and import freight and this has been removed, Halifax being now on the same basis as all other Atlantic ports served by the Canadian National Railways. In addition to the removal of this differential, tariffs covering certain contemplated reductions of class rates are now in the course of preparation. These reductions in some cases will run as high as 15 per cent. During the past twelve months a revision of freight rates to and from Prince Edward Island has been completed, placing them on the same basis as is applicable to the mainland, while formerly a somewhat higher scale was applied. Certain other minor reductions in other freights were also made.

These matters are mentioned in order that it may be understood that the Canadian National Railways are, within the limits of their ability, endeavouring to do everything possible to better transportation conditions in the Maritime Provinces. The recent visit to the eastern provinces of a number of members of parliament from Western Canada will, it is hoped, have a good effect in enabling the people from the extreme parts of Canada to become better acquainted with the difficulties which confront both Eastern and Western Canada.

The business done through the Canadian Atlantic ports is capable of much greater expansion, in the accomplishment of which expansion mutual understanding between the Eastern, Western and Central portions of Canada is essential. Several suggestions have been made to the Canadian National Railways management as to how this desired result might best be brought about, but as the province of the management of the railway system is to deal solely with transportation this larger question of policy must be left to the Government and to parliament.

OBITUARY NOTICES

As the preparation of this report was nearing completion the death occurred suddenly in Montreal on April 2, 1924, of Mr. L. S. Brown, General Manager of the Atlantic Region, with office at Moncton, N.B. The board desires to express its regret at the death of Mr. Brown who was an esteemed and capable officer.

It is fitting that reference should be made also to the recent death of Sir William Mackenzie who with Sir Donald Mann founded the Canadian Northern Railway System, aggregating nearly 10,000 miles. For two men to have established a transcontinental system in Canada was a feat unrivalled in the annals of railway construction in the world. Sir William Mackenzie had a genius for originating big projects and for financing. Apart from his development of other public utilities in different parts of Canada and elsewhere his work as a railroad builder in Canada entitles him to a high rank among the great men the Dominion has produced.

H. W. THORNTON,
Chairman and President.

CANADIAN NATIONAL RAILWAY SYSTEM

(EXCLUDING THE CENTRAL VERMONT RAILWAY)

CONSOLIDATED BALANCE SHEET AT DECEMBER 31, 1923

ASSETS

Investments—

701 Investment in road and equipment.....	\$ 1,810,908,126 08
702 Improvements on leased railway property.....	4,625,329 16
703 Sinking funds.....	11,637,251 67
704 Deposits in lieu of mortgaged property sold.....	391,730 04
705 Miscellaneous physical property.....	38,692,890 00
706 Investments in affiliated companies:	
"A" Stocks.....	\$ 2,071,010 16
"B" Bonds.....	11,790,460 45
"C" Notes.....	8,041,905 52
"D" Advances.....	6,494,545 83
	<hr/>
	28,397,921 96
707 Other investments.....	4,754,337 83
	<hr/>
Total.....	\$ 1,899,407,586 74

Current Assets—

708 Cash.....	\$ 19,371,134 02
711 Special deposits.....	7,860,845 34
712 Loans and bills receivable.....	44,867 99
713 Traffic and car service balances receivable.....	2,974,796 74
714 Net balance receivable from agents and conductors.....	5,575,838 79
715 Miscellaneous accounts receivable.....	11,339,706 24
716 Material and supplies.....	53,772,173 90
717 Interest and dividends receivable.....	409,184 94
718 Rents receivable.....	288,448 13
719 Other current assets.....	87,101 81
	<hr/>
Total.....	\$ 101,724,097 90

Deferred Assets—

720 Working fund advances.....	\$ 478,346 03
721 Insurance and other funds.....	5,708,442 23
722 Other deferred assets.....	6,497,044 67
	<hr/>
Total.....	\$ 12,683,832 93

Unadjusted Debits—

723 Rents and insurance premiums paid in advance.....	\$ 50,851 23
724 Discount on capital stock.....	193,500 00
725 Discount on funded debt.....	2,272,092 80
727 Other unadjusted debits.....	5,883,725 68
	<hr/>
Total.....	\$ 8,400,169 71
	<hr/>
	\$ 2,022,215,687 28

LIABILITIES

Stock—

751 Capital stock.....	\$ 270,220,313 70
752 Stock liability for conversion.....	10,600 00
	<hr/>
Total.....	\$ 270,230,913 70

Governmental Grants—

754 Grants in aid of construction.....	\$ 16,204,520 40
--	------------------

Long Term Debt—

755 Funded debt unmaturing:	
Held by public.....	\$ 823,099,056 10
Held by Government.....	33,048,000 00
	<hr/>
756 Receiver's certificates.....	
757 Loans from Dominion of Canada and interest thereon.....	\$ 580,314,081 34
Appropriations account Canadian Government Railways.....	447,643,526 03
	<hr/>
Total.....	\$ 1,937,282,331 65

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Current Liabilities—

758 Loans and bills payable.....	\$ 10,008,500 00
759 Traffic and car service balances payable.....	4,918,858 19
760 Audited accounts and wages payable.....	20,688,376 37
761 Miscellaneous accounts payable.....	1,772,681 44
762 Interest matured unpaid.....	12,672,048 07
763 Dividends matured unpaid.....	2,800 00
764 Funded debt matured unpaid.....	505,061 45
765 Unmatured dividends declared.....	4,200 00
766 Unmatured interest accrued.....	5,677,958 38
767 Unmatured rents accrued.....	557,568 87
768 Other current liabilities.....	1,210,436 15
Total.....	\$ 59,018,478 92

Deferred Liabilities—

769 Liability for Provident Funds.....	\$ 711,895 13
770 Other deferred liabilities.....	2,575,690 70
Total.....	\$ 3,287,585 83

Unadjusted Credits—

771 Tax liability.....	\$ 2,591,496 52
773 Insurance and casualty reserves.....	4,130,266 63
774 Operating reserves.....	413,914 46
775 Accrued depreciation—Road.....	2,440,094 89
776 Accrued depreciation—Equipment.....	3,745,467 09
777 Accrued depreciation—Miscellaneous physical property.....	554,574 69
778 Other unadjusted credits.....	5,706,447 97
Total.....	\$ 19,582,262 25

Corporate Surplus—

779 Additions to property through income and surplus.....	\$ 3,101,396 05
780 Funded debt retired through income and surplus.....	1,144,452 16
781 Sinking fund reserves.....	391,373 15
783 Appropriated surplus.....	1,558,597 16
784 Profit and loss—Balance.....	Deficit 289,583,223 99
Total.....	\$ 283,390,405 47
	<u>\$ 2,022,215,687 28</u>

J. M. ROSEVEAR,
General Comptroller.

PROFIT AND LOSS ACCOUNT, 1923

611 Debit balance at January 1, 1923.....	\$ 234,951,901 47
612 Balance from income.....	51,697,674 94
612 Profit and loss items of subsidiary companies taken up through income in parent companies accounts.....	563,172 49
614 Dividend appropriations of surplus.....	7,000 00
615 Surplus appropriated or investment in physical property.....	28,125 98
617 Debit discount extinguished through surplus.....	14,926 09
619 Loss on retired road and equipment.....	717,915 51
Adjustment of differences between par value at issue and cost to re-acquire securities of inter-system companies.....	206,652 02
Delayed income and miscellaneous debits and credits, Net.....	1,573,639 58
	<u>\$ 289,761,008 08</u>
603 Profit on road and equipment sold.....	\$ 111,793 00
605 Unrefundable overcharges.....	6,920 61
606 Donations.....	56,070 48
Debit balance forward to balance sheet.....	289,586,223 99
	<u>\$ 289,761,008 08</u>

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INCOME STATEMENT

	Year ending December 31, 1923		Year ending December 31, 1922	
	\$	cts.	\$	cts.
501 Railway operating revenues.....	254,926,456	04	234,059,025	05
531 Railway operating expenses.....	234,689,892	95	231,172,313	50
Net revenue from railway operations.....	20,236,563	09	2,886,711	55
532 Railway tax accruals.....	3,819,918	33	3,975,635	34
533 Uncollectable railway revenues.....	40,540	62	41,128	72
Railway operating income.....	16,376,104	14	1,130,052	51
502 Revenues from miscellaneous operations.....	301,851	07	89,952	22
534 Expenses of miscellaneous operations.....	404,716	40	187,408	05
Net revenue from miscellaneous operations.....	103,865	33	97,455	83
Total operating income.....	16,273,238	81	1,127,508	34
503 Hire of freight cars—Credit balance.....				
504 Rent from locomotives.....	1,029,556	46	1,232,950	15
505 Rent from passenger train cars.....	630,715	99	785,357	72
506 Rent from floating equipment.....	1,002	51	171	34
507 Rent from work equipment.....	446,699	85	410,226	96
508 Joint facility rent income.....	1,388,296	14	1,516,016	36
509 Income from lease of road.....	78,601	90	78,624	80
510 Miscellaneous rent income.....	837,193	97	838,565	71
511 Miscellaneous non-operating physical property.....	493,176	33	211,219	28
512 Separately operated properties—Profit.....	853,753	65	883,329	47
513 Dividend income.....	515,436	25	507,490	50
514 Income from funded securities.....	523,094	09	539,048	89
515 Income from unfunded securities and accounts.....	1,063,882	66	510,617	86
516 Income from Sinking and other Reserve Funds.....	371,226	52	103,329	93
517 Release of premiums on funded debt.....				
518 Contributions from other companies.....				
519 Miscellaneous income.....	352,554	84	2,438,418	86
Total non-operating income.....	7,885,081	48	10,055,367	83
Gross income.....	24,158,320	29	8,827,859	49
536 Hire of freight cars—Debit balance.....	3,887,479	24	632,644	00
537 Rent for locomotives.....	606,465	00	783,288	37
538 Rent for passenger train cars.....	650,734	92	776,178	23
539 Rent for floating equipment.....	11,271	45	22,403	10
540 Rent for work equipment.....	250,359	81	303,076	88
541 Joint facility rents.....	1,421,058	67	1,343,132	27
542 Rent for leased roads.....	1,387,905	80	1,397,479	34
543 Miscellaneous rents.....	109,868	13	96,131	33
544 Miscellaneous tax accruals.....	482,580	16	358,720	10
545 Separately operated properties—Loss.....	795,876	81	740,225	40
546 Interest on funded debt.....	35,041,380	28	34,652,324	38
546A Interest on Dominion Government advances.....	30,157,943	67	24,748,151	73
547 Interest on unfunded debt.....	239,536	07	235,917	33
548 Amortization of Discount on funded debt.....	119,172	56	165,390	64
551 Miscellaneous income charges.....	674,860	11	397,206	47
Miscellaneous appropriation of income.....	19,502	55	135,689	70
Total deductions from gross income.....	75,855,995	23	66,787,957	27
Net income deficit.....	51,697,674	94	57,960,097	78

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RAILWAY OPERATING REVENUES AND EXPENSES

	Year ending December 31, 1923	Year ending December 31, 1922
	\$ cts.	\$ cts.
<i>Railway Operating Revenues—</i>		
101 Freight.....	185,240,896 71	169,783,721 76
102 Passenger.....	39,285,318 14	35,486,294 72
103 Excess baggage.....	292,513 29	278,376 64
104 Sleeping car.....	1,652,408 60	1,564,563 85
105 Parlor and chair car.....	291,597 16	211,175 65
106 Mail.....	3,543,078 11	3,673,194 86
107 Express.....	13,654,710 00	13,245,184 16
108 Other passenger train.....	133,219 82	125,771 81
109 Milk.....	469,224 03	463,387 65
110 Switching.....	2,735,572 53	2,251,962 86
111 Special service train.....	77,121 70	71,403 60
112 Other freight train.....	6,985 65	73,296 58
113 Water transfers—Freight.....	7,115 56	
114 Water transfers—Passenger.....	9,705 10	7,878 60
115 Water transfers—Vehicle and live stock.....	7,052 50	40 00
116 Water transfers—Other.....	1,521 50	1,269 50
127 Special service.....	75 00	
131 Dining and buffet.....	1,416,799 41	1,270,891 98
132 Hotel and restaurant.....	1,920,644 03	2,069,374 26
133 Station, train and boat privileges.....	169,548 93	135,885 47
134 Parcel room.....	115,191 24	72,730 88
135 Storage—Freight.....	181,936 94	199,229 33
136 Storage—Baggage.....	57,787 76	54,583 88
137 Demurrage.....	974,805 86	604,170 44
138 Telegraph and telephone.....	2,473 29	3,353 46
139 Grain elevators.....	626,839 05	526,058 66
140 Stock yards.....	9,890 95	6,433 39
141 Power.....	91 28	16,435 08
142 Rents of buildings and other property.....	504,668 59	543,521 40
143 Miscellaneous.....	1,555,528 22	1,262,357 53
151 Joint facility—Credit.....	25,205 82	100,146 01
152 Joint facility—Debit.....	43,888 17	43,668 96
Total operating revenues.....	254,926,456 04	234,059,025 05
<i>Railway Operating Expenses—</i>		
Maintenance of way and structures.....	* 44,781,775 95	45,623,536 34
Maintenance of equipment.....	* 52,176,320 13	56,160,700 14
Traffic.....	* 5,787,582 66	5,249,901 65
Transportation.....	*120,307,796 00	113,653,320 14
Miscellaneous operations.....	* 4,285,829 57	4,127,733 28
General.....	* 8,063,390 52	7,248,424 18
Transportation for investment—Credit.....	712,801 88	891,985 00
Transportation water line.....		682 77
Total operating expenses.....	234,689,892 95	231,172,313 50

*Details of these items follow.

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RAILWAY OPERATING EXPENSES

	Twelve Months ended	
	December 31, 1923	December 31, 1922
	\$ cts.	\$ cts.
<i>Maintenance of Ways and Structures—</i>		
201 Superintendence.....	2,976,361 50	2,864,965 92
202 Railway maintenance.....	4,294,842 16	4,257,76 65
206 Tunnels and subways.....	12,175 86	30,448 03
207 Tunnels and subways depreciation.....	12,155 14	
208 Bridges, trestles and culverts.....	2,979,295 61	2,932,130 41
209 Bridges, trestles and culverts, depreciation.....	47,752 91	52,372 34
210 Elevated structures.....		
212 Ties.....	6,685,760 27	8,935,684 87
214 Rails.....	2,717,489 13	3,437,575 62
216 Other track material.....	1,870,279 57	2,301,368 50
218 Ballast.....	356,106 82	452,718 39
220 Track laying and surfacing.....	12,223,942 10	12,047,579 72
221 Right of way fences.....	419,792 84	498,971 15
223 Snow and sand fences and snow sheds.....	49,867 87	50,355 71
225 Crossings and signs.....	585,700 64	538,966 30
227 Station and office buildings.....	1,737,285 11	1,469,167 34
228 Station and office buildings, depreciation.....	2,368 80	
229 Roadway buildings.....	146,304 68	114,424 75
231 Water stations.....	628,694 69	615,208 01
233 Fuel stations.....	291,902 28	160,221 96
234 Fuel stations, depreciation.....	477 41	
235 Shops and enginehouses.....	1,451,928 42	1,235,362 33
237 Grain elevators.....	65,412 70	74,962 43
239 Storage warehouses.....	116 13	
241 Wharves and docks.....	284,976 40	259,826 66
243 Coal and Ore wharves.....	50,777 27	110 51
245 Gas producing plants.....	14,494 48	1,798 81
247 Telegraph and telephone lines.....	505,169 26	406,198 87
249 Signals and interlockers.....	367,785 38	316,083 08
253 Power plant buildings.....	1,664 51	502 75
257 Power transmission systems.....	28,069 48	24,541 04
259 Power distribution systems.....	10,042 12	7,582 91
261 Power line poles and fixtures.....	60 00	19 31
263 Underground conduits.....	647 65	
265 Miscellaneous structures.....	2,579 81	1,291 15
267 Paving.....	4,933 93	16,180 55
269 Roadway machines.....	240,200 27	243,097 03
271 Small tools and supplies.....	580,425 05	590,262 12
272 Removing snow, ice and sand.....	2,731,069 46	1,495,627 38
273 Assessments for public improvements.....	1,063 25	1,086 37
274 Injuries to persons.....	316,134 85	200,909 29
275 Insurance.....	524,268 67	312,229 29
276 Stationery and printing.....	83,566 47	85,876 88
277 Other expenses.....	15,092 65	10,986 40
278 Maintaining joint tracks, yards and other facilities, Dr.....	1,020,086 50	2,141,478 13
279 Maintaining joint tracks, yards and other facilities, Cr.....	1,557,344 15	2,562,181 60
Total.....	44,781,775 95	45,623,536 34

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RAILWAY OPERATING EXPENSES—Continued

	Twelve Months Ended	
	December 13, 1923	December 31, 1922
	\$ cts.	\$ cts.
<i>Maintenance and Equipment—</i>		
301 Superintendence.....	1,683,896 42	1,577,183 09
302 Shop machinery and tools.....	1,437,811 52	1,432,627 07
304 Power plant machinery.....	102,572 99	71,850 18
306 Power sub-station apparatus.....	178 87	1,100 99
308 Steam locomotives—Repairs.....	19,134,803 95	18,651,882 83
309 Steam locomotives—Depreciation.....	369,234 95	336,250 02
310 Steam locomotives—Retirements.....	267,610 49	124,358 67
311 Other locomotives—Repairs.....	38,866 88	94,407 97
312 Other locomotives—Depreciation.....	3,195 60	1,757 58
313 Other locomotives—Retirements.....	740 00	
314 Freight train cars—Repairs.....	18,289,334 56	23,518,811 35
315 Freight train cars—Depreciation.....	278,069 58	195,941 45
316 Freight train cars—Retirements.....	490,757 46	249,129 26
317 Passenger train cars—Repairs.....	6,518,408 55	6,852,716 64
318 Passenger train cars—Depreciation.....	20,697 14	10,877 03
319 Passenger train cars—Retirements.....	153,924 00	165,163 85
320 Motor equipment of cars—Repairs.....	39,331 95	8,923 36
323 Floating equipment—Repairs.....	178,359 83	266,822 01
324 Floating equipment—Depreciation.....	25,030 32	11,580 61
325 Floating equipment—Retirements.....		
326 Work equipment—Repairs.....	2,174,871 10	1,667,819 19
327 Work equipment—Depreciation.....	11,257 04	4,642 37
328 Work equipment—Retirements.....	87,942 06	38,680 63
329 Miscellaneous equipment—Repairs.....	11,787 04	7,486 77
330 Miscellaneous equipment—Depreciation.....		
331 Miscellaneous equipment—Retirements.....		
332 Injuries to persons.....	266,312 59	264,593 32
333 Insurance.....	528,547 26	580,445 40
334 Stationery and printing.....	95,294 57	101,176 41
335 Other expenses.....	23,056 16	12,082 70
336 Maintaining joint equipment at terminals, Dr.....	157,882 01	136,434 89
337 Maintaining joint equipment at terminals, Cr.....	211,974 79	224,046 31
Total.....	52,176,320 13	56,160,700 14
<i>Traffic Expenses—</i>		
351 Superintendence.....	1,717,126 77	1,493,455 19
352 Outside agencies.....	2,240,441 76	2,153,225 65
353 Advertising.....	1,063,784 75	902,654 77
354 Traffic associations.....	76,523 95	83,852 62
355 Fast freight lines.....		77 38
356 Industrial and immigration bureaus.....	305,180 96	143,012 48
357 Insurance.....	3,423 43	4,885 19
358 Stationery and printing.....	353,709 42	457,328 22
359 Other expenses—Freight.....	27,391 62	11,410 15
Total.....	5,787,582 66	5,249,901 65

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RAILWAY OPERATING EXPENSES—Continued

	Twelve Months Ended	
	December 31, 1923	December 31, 1922
	\$ cts.	\$ cts.
<i>Transportation Rail Line—</i>		
371 Superintendence.....	3,303,557 77	3,411,156 09
372 Dispatching trains.....	1,383,622 04	1,343,682 92
373 Station employees.....	16,639,356 08	16,159,650 36
374 Weighing inspection and demurrage bureaus.....	68,076 53	64,030 78
375 Coal and ore wharves.....	160,623 13	150,572 35
376 Station supplies and expenses.....	1,489,739 10	1,460,385 63
377 Yardmasters and yard clerks.....	2,424,801 75	2,259,635 84
378 Yard conductors and brakemen.....	5,386,517 69	4,582,869 24
379 Yard switch and signal tenders.....	677,574 01	632,287 98
380 Yard enginemen.....	3,762,119 04	3,196,296 20
381 Yard motormen.....	25,686 41	27,839 06
382 Fuel for yard locomotives.....	5,914,466 53	5,190,637 86
383 Yard switching power produced.....	17,683 64	20,258 09
384 Yard switching power purchased.....	60,540 92	29,937 11
385 Water for yard locomotives.....	130,749 58	130,756 47
386 Lubricants for yard locomotives.....	58,659,48	56,821 11
387 Other supplies for yard locomotives.....	61,151 00	60,115 77
388 Enginehouse expenses—Yard.....	1,479,215 82	1,393,707 06
389 Yard supplies and expenses.....	116,966 07	100,065 77
390 Operating joint yards and terminals, Dr.....	2,495,622 53	4,319,296 23
391 Operating joint yards and terminals, Cr.....	2,704,120 85	3,798,641 21
392 Train enginemen.....	11,445,894 17	10,301,467 53
393 Train motormen.....	26,813 64	19,800 42
394 Fuel for train locomotives.....	27,792,571 47	26,056,452 79
395 Train power produced.....	13,516 88	12,331 10
396 Train power purchased.....	34,216 34	72,648 61
397 Water for train locomotives.....	1,307,399 71	1,300,661 75
398 Lubricants for train locomotives.....	362,100 77	342,974 06
399 Other supplies for train locomotives.....	263,144 75	272,251 85
400 Enginehouse expenses—Train.....	4,388,710 08	4,758,580 30
401 Trainmen.....	12,569,255 80	11,392,591 77
402 Train supplies and expenses.....	4,669,893 56	4,613,724 50
403 Operating sleeping cars.....	924,121 03	910,963 77
404 Signal and interlocker operation.....	570,579 27	591,934 83
405 Crossing protection.....	760,252 32	805,728 31
406 Drawbridge operation.....	118,526 18	114,033 90
407 Telegraph and telephone operation.....	295,148 20	203,129 27
408 Operating floating equipment.....	967,025 50	892,088 26
409 Express service.....	6,404,470 74	6,202,856 04
410 Stationery and printing.....	860,435 01	880,875 82
411 Other expenses.....	287,702 43	216,783 05
412 Operating joint tracks and facilities, Dr.....	403,230 64	426,549 92
413 Operating joint tracks and facilities, Cr.....	548,912 97	606,242 40
414 Insurance.....	327,186 05	147,715 14
415 Clearing wrecks.....	692,695 03	538,663 45
416 Damage to property.....	189,610 10	189,868 20
417 Damage to stock on right-of-way.....	86,359 72	84,965 32
418 Loss and damage—Freight.....	1,343,027 56	1,513,176 41
419 Loss and damage—Baggage.....	22,536 31	29,870 40
420 Injuries to persons.....	777,677 44	584,445 06
Total Transportation Rail Line.....	120,307,796 00	113,653,320 14

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RAILWAY OPERATING EXPENSES—*Concluded*

	Twelve Months Ended	
	December 31, 1923	December 31, 1922
<i>Miscellaneous Operations—</i>		
441 Dining and buffet service.....	\$ 1,876,124 48	\$ 1,727,012 86
442 Hotels and restaurants.....	2,104,694 66	2,175,867 12
443 Grain elevators.....	303,994 05	205,983 70
444 Stockyards.....	924 74	2,207 92
445 Producing power sold.....		10,653 85
446 Other miscellaneous operations.....	90 74	6,007 83
Total miscellaneous operations.....	4,285,829 57	4,127,733 28
<i>General Expenses—</i>		
451 Salaries and expenses of general officers.....	947,576 89	693,271 03
452 Salaries and expenses of clerks and attendants.....	4,383,847 42	4,216,672 01
453 General office supplies and expenses.....	796,237 59	723,080 71
454 Law expenses.....	616,435 36	413,463 94
455 Insurance.....	6,849 45	3,731 28
456 Relief Department Expenses.....	29,059 00	30,924 90
457 Pensions.....	627,399 23	443,813 50
458 Stationery and printing.....	330,295 30	270,067 76
459 Valuation expenses.....	44,921 40	73,088 09
460 Other expenses.....	286,119 64	371,045 14
461 General joint facilities, Dr.....	8,670 54	169,336 31
462 General joint facilities, Cr.....	14,021 30	160,072 49
Total general expenses.....	8,063,390 52	7,248,424 18

EXPENDITURES, LESS RETIREMENTS, DURING THE YEAR 1923, APPLICABLE TO
INVESTMENT IN ROAD AND EQUIPMENT*Road—*

1 Engineering.....	\$ 408,277 03
2 Land for transportation purposes.....	1,096,048 86
3 Grading.....	2,891,544 24
5 Tunnels and subways.....	41,449 53
6 Bridges, trestles and culverts.....	1,202,248 87
8 Ties.....	603,779 61
9 Rails.....	1,821,494 62
10 Other track material.....	1,661,109 29
11 Ballast.....	1,072,343 32
12 Track laying and surfacing.....	1,338,296 20
13 Right-of-way fences.....	110,611 65
14 Snow and sand fences and snowsheds.....	11,890 05
15 Crossings and signs.....	485,408 97
16 Stations and office buildings.....	2,496,618 24
17 Roadway buildings.....	220,720 43
18 Water station.....	608,690 35
19 Fuel station.....	148,759 05
20 Shops and enginehouse.....	1,302,411 76
21 Grain elevators.....	585,088 25
22 Storage warehouses.....	24,472 35
23 Wharves and docks.....	81,345 39
24 Coal and ore wharves.....	26 66
26 Telegraph and telephone lines.....	337,304 52
27 Signals and interlockers.....	418,344 30
28 Power dams, canals and pipe lines.....	159 41
29 Power plant buildings.....	5,144 52
31 Power transmission systems.....	3,558 39
32 Power distribution systems.....	17,187 40
33 Power line poles and fixtures.....	4,349 00
35 Miscellaneous structures.....	35,870 37
36 Paving.....	50,057 25
37 Roadway machines.....	35,822 62
38 Roadway small tools.....	1,375 68
39 Assessments for public improvements.....	47,008 97
40 Revenues and operating expenses during construction.....	9,057 44
41 Cost of road purchased.....	132,033 12
42 Reconstruction of road purchased.....	11,332 15
44 Shop machinery.....	648,409 19
45 Power plant machinery.....	74,754 26
47 Unapplied construction material and supplies.....	57,694 88

19,868,425 73

15 GEORGE V, A. 1925

EXPENDITURES, LESS RETIREMENTS, DURING THE YEAR 1923, APPLICABLE TO INVESTMENT IN THE ROAD AND EQUIPMENT—*Concluded.**Equipment—*

51 Steam locomotives.....	7,020,303	44
52 Other locomotives.....	9,620	41
53 Freight-train cars.....	17,603,596	77
54 Passenger-train cars.....	4,377,117	28
55 Motor equipment of cars.....	50,139	54
56 Floating equipment.....	318,548	14
57 Work equipment.....	316,082	32
58 Miscellaneous equipment.....	2,210	00
	<u>29,060,521</u>	<u>62</u>

General Expenditures—

72 General officers and clerks.....	\$	12,371	67
73 Law.....		712	55
74 Stationery and printing.....		2,064	59
75 Taxes.....			
76 Interest during construction.....		25,811	71
77 Other expenditures—General.....		101,561	10
Other expenditures—Hotel.....		695,735	47
	\$	<u>786,633</u>	<u>67</u>

SUMMARY

Road.....	\$	19,868,425	73
Equipment.....		29,060,521	62
General.....		786,633	67
	\$	<u>49,715,581</u>	<u>02</u>

A C 702—IMPROVEMENTS ON LEASED RAILWAY PROPERTY DURING YEAR 1923

1 Engineering.....	\$	2,122	97
2 Land for transportation purposes.....		9,222	61
3 Grading.....		43,707	05
6 Bridges, trestles and culverts.....		95,124	81
8 Ties.....		15,810	26
9 Rails.....		46,443	57
10 Other track material.....		65,788	31
11 Ballast.....		7,302	35
12 Track-laying and surfacing.....		35,002	23
13 Right of way fences.....		434	99
15 Crossings and signs.....		1,624	02
16 Station and office buildings.....		50,713	73
17 Roadway buildings.....		216	62
18 Water stations.....		23,034	92
19 Fuel stations.....		7,262	01
20 Shops and enginehouses.....		14,255	04
21 Grain elevators.....		5,035	64
23 Wharves and docks.....		110,989	70
26 Telegraphs and telephone lines.....		442	97
27 Signals and interlockers.....		33,250	05
37 Roadway machines.....		1,196	58
38 Roadway small tools.....		239	30
39 Assessments for public improvements.....		7,942	30
44 Shop machinery.....		26,263	70
	\$	<u>550,028</u>	<u>35</u>

Included in the above amount is \$227,832.77 improvements to the Lake Superior Branch, owned by the G. T. Pacific Railway Company, but under lease to the Canadian Government Railways.

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STATEMENT SHOWING DETAILS OF EQUIPMENT ON HAND DECEMBER 31, 1922
ADDITIONS, RETIREMENTS AND POSITION AT DECEMBER 31, 1923

	December 31, 1922	Additions during year	Retirements during year	December 31, 1923
<i>Locomotives—</i>				
Passenger—Freight.....	2,785	69	95	2,759
Switching.....	468	31	2	497
Electric locomotives.....	12			12
Total locomotives.....	3,265	100	97	3,268
<i>Freight Equipment—</i>				
Box cars.....	84,422	5,365	2,145	87,642
Flat cars.....	12,391	156	713	11,834
Stock cars.....	5,299	814	54	6,059
Coal cars.....	15,875	915	420	16,370
Tank cars.....	168		26	142
Refrigerator cars.....	3,170		35	3,135
Caboose cars.....	1,696	82	60	1,718
Other cars in freight service.....	1,627	385	59	1,953
Total freight equipment.....	124,648	7,717	3,512	128,853
<i>Passenger Equipment—</i>				
First-class cars.....	964	35	23	976
Second-class cars.....	255		14	241
Combination cars.....	287	6	9	284
Emigrant cars.....	338	4	13	329
Dining cars.....	85		1	84
Parlor cars.....	114	10	5	119
Sleeping cars.....	218	33		251
Postal cars.....	94	12	2	104
Baggage and express cars.....	943	86	11	1,018
Other cars in passenger service.....	65	4	6	63
Total passenger equipment.....	3,363	190	84	3,469
<i>In Company's Service—</i>				
Business and pay cars.....	80		3	77
All other cars in Company's service.....	6,464	414	352	6,526
Total in Company's service.....	6,544	414	355	6,603
Total cars.....	134,555	8,321	3,951	138,925
<i>Floating Equipment—</i>				
Car ferries.....	9		1	8
Barges.....	5			5
Tugs.....	4		1	3

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COMPARATIVE STATEMENT OF OPERATING REVENUE PAID IN LABOUR AND
THE AVERAGE NUMBER OF EMPLOYEES

—	1923	1922	Increase or decrease	Per cent Increase or decrease
	\$ cts.	\$ cts.	\$ cts.	
Gross earnings.....	254,926,456 04	234,059,025 05	Inc. 20,867,430 99	8.92
Operating labour.....	136,463,470 25	127,111,340 15	Inc. 9,352,130 10	7.36
Ratio of labour to gross earnings.....	53 53	54 30	Dec. 0 77	1.42
Comparison of payroll (including better- ments).....	152,610,743 71	141,867,327 30	Inc. 10,743,416 41	7.57
Average number of employees.....	105,905	99,169	Inc. 6,736	6.79

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF OPERATING RATIO
AS BETWEEN LABOUR, FUEL AND OTHER EXPENSES

—	1923	1922	Increase or decrease	Per cent Increase or decrease
	\$ cts.	\$ cts.	\$ cts.	
Labour.....	53 53	54 30	Dec. 0 77	1.42
Fuel.....	13 22	13 35	Dec. 0 13	0.97
Other expenses.....	25 31	31 12	Dec. 5 81	18.64
Total.....	92 06	98 77	Dec. 6 71	6.79

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR AS BETWEEN
LABOUR, FUEL AND OTHER EXPENSES

—	1923	1922
Labour.....	58.15	54.99
Fuel.....	14.36	13.52
Other expenses.....	27.49	31.490
Total.....	100.00	100.00

COMPARATIVE STATEMENT SHOWING DISTRIBUTION OF DOLLAR SPENT OVER
MAIN OPERATING EXPENSES

—	1923	1922
	Cents	Cents
Maintenance of way and structures.....	19	20
Maintenance of equipment.....	22	24
Traffic.....	03	02
Transportation—Rail.....	51	49
Miscellaneous operations.....	02	02
General.....	03	03
Transportation for investment—Cr.....		
Total.....	100	100

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LOANS FROM DOMINION OF CANADA

	Principal outstanding at December 31, 1923	Interest accrued 1923	Interest accrued 1922
	\$ cts.	\$ cts.	\$ cts.
<i>Grand Trunk—</i>			
6% 1920 1921 loan.....	25,000,000 00	1,500,000 00	1,500,000 00
6% 1921 1922 loan.....	55,293,435 18	3,259,925 13	3,143,592 08
6% 1922 1923 Vote No. 137.....	23,288,747 15	1,130,789 68	91,031 33
6% 1923 1924 Vote No. 139.....	5,015,198 04	109,183 94	
<i>Grand Trunk Pacific—</i>			
4% Loan Act, 1913.....	15,000,000 00	600,000 00	600,000 00
6% Appropriation Act, 1916.....	4,555,843 45	273,350 60	273,350 60
6% Appropriation Act, 1917.....	4,196,073 72	251,764 42	251,764 42
6% Appropriation Act, 1918.....	5,787,439 93	347,246 40	347,246 40
6% Orders in Council.....	6,000,000 00	360,000 00	360,000 00
Advances to pay interest guaranteed by Dominion Government.....	17,688,981 31		
Receiver's certificates.....	45,898,380 01	2,632,567 98	2,135,481 63
<i>Canadian Northern Railway—</i>			
3½% advances under 1911 legislation.....	2,396,099 68	83,863 48	83,863 48
4% advances under 1914 legislation.....	5,294,000 02	211,760 00	211,760 00
5% advances under 1915 legislation.....	10,000,000 00	500,000 00	500,000 00
6% advances under 1916 legislation.....	15,000,000 00	900,000 00	900,000 00
6% advances under 1917 legislation.....	25,000,000 00	1,500,000 00	1,500,000 00
6% advances under 1918 legislation.....	25,000,000 00	1,500,000 00	1,500,000 00
6% advances under 1918 War Measure Act.....	1,887,821 16	113,269 26	118,335 63
6% equipment loans under chap. No. 38, 1918.....	13,951,328 28	837,079 70	837,079 70
6% advances under 1919 Appropriation Act.....	35,000,000 00	2,100,000 00	2,100,000 00
6% advances under Vote No. 96—1919.....	23,362,212 73	1,401,732 76	1,401,732 76
6% advances under Vote No. 127—1920.....	48,611,077 00	2,916,664 62	2,916,664 62
6% advances under Vote No. 115—1920.....	15,503,426 34	930,205 58	930,205 58
6% advances under Vote No. 113—1921.....	1,725,723 30	103,513 40	84,874 98
6% advances under Vote No. 126—1921.....	24,500,000 00	1,472,239 73	1,402,189 44
6% advances under Vote No. 126, G.T.P., 1921—22.....	11,733,625 27	723,152 22	572,559 21
6% advances under Vote No. 126, G.T.R., 1921—22.....	8,186,181 15	491,170 87	454,125 57
6% advances under Vote No. 136, 1922—1923.....	42,800,000 00	2,456,716 82	430,439 95
6% advances under Vote No. 115, 1922—1923.....	2,315,805 79	115,020 79	17,265 19
6% advances under Vote No. 139, 1923—1924.....	14,831,080 13	345,256 29	
Interest during construction.....			164,724 15
Interest on loans adjusted in 1922.....			75,796 73
	534,822,479 64	29,166,503 67	24,574,635 15
G.T.P. 3% bonds held by Government.....	33,048,000 00	991,440 00	173,516 58
	567,870,479 64	30,157,943 67	24,748,151 73

15 GEORGE V, A. 1925

A/C 546—INTEREST ON FUNDED DEBT

Name of Security	Issuing Company	Principal Outstanding at Dec. 31 1923	Interest Accrued 1923	Interest Accrued 1922
		\$ cts.	\$ cts.	\$ cts.
<i>Guaranteed by Dominion Government—</i>				
5% Perpetual debenture stock.....	G.T.....	20,782,491 67	1,039,124 58	1,039,124 58
5% G.W. perpetual debenture stock.....	".....	13,252,322 67	662,616 12	662,616 12
4% Perpetual debenture stock.....	".....	119,839,014 33	4,793,560 56	4,793,560 56
4% Northern Railway perpetual debenture stock.....	".....	1,499,979 67	59,999 18	59,999 18
4% Perpetual guaranteed stock.....	".....	60,833,333 33	2,433,333 33	2,433,333 33
7% Sinking fund gold debenture bonds.....	".....	24,743,000 00	1,732,010 00	1,732,010 00
6% Sinking fund gold debenture bonds.....	".....	25,000,000 00	1,500,000 00	1,500,000 00
3% First mortgage bonds (ex Government holdings).....	G.T.P.....	34,992,000 00	1,049,760 00	183,723 42
4% Sterling bonds, due 1962.....	".....	8,440,848 00	337,633 92	337,633 92
3% First mortgage debenture stock.....	Can. Nor.....	9,359,996 72	280,799 86	280,799 86
3½% First mortgage debenture stock.....	".....	7,896,588 26	276,380 46	276,380 46
4% Debenture stock.....	".....	17,060,333 33	682,413 34	682,413 34
7% Sinking fund debenture bonds.....	".....	24,793,000 00	1,835,510 00	1,735,510 00
6½% Sinking fund debenture bonds.....	".....	25,000,000 00	1,625,000 00	1,625,000 00
5½% 5-year secured notes.....	".....	6,000,000 00	330,000 00	632,876 71
5% 3-year guaranteed notes.....	".....	11,000,000 00	550,000 00	457,328 77
3½% First mortgage debenture stock.....	C.N.A.....	3,149,998 66	110,249 94	110,249 94
3½% First mortgage debenture stock.....	C.N.O.....	34,229,996 87	1,198,049 84	1,198,049 84
5% Equipment trust—Series "G".....	Can. Nat.....	22,500,000 00	453,880 61	.....
<i>Guaranteed by Province of Ontario—</i>				
3½% First mortgage debenture stock.....	C.N.O.....	7,859,997 59	275,099 90	275,099 90
<i>Guaranteed by Province of Manitoba—</i>				
4% Consolidated debenture bonds.....	Can. Nor.....	10,784,046 65	431,361 86	431,361 86
4% Sifton branch bonds.....	".....	1,137,340 00	45,493 60	45,493 60
4% Gilbert Plains branch bonds.....	".....	2,433 33	97 32	97 32
4% Manitoba and South Eastern bonds.....	".....	512,460 00	20,498 38	20,498 38
4% Ontario Division bonds.....	".....	5,675,993 33	227,039 74	226,991 06
4½% Ontario Division bonds.....	".....	68,620 00	3,087 90	3,186 45
4% Winnipeg Terminal bonds.....	".....	3,000,000 00	120,000 00	120,000 00
4% First mortgage debenture stock.....	".....	2,859,998 87	114,399 92	114,399 92
4% Province of Manitoba bonds.....	".....	349,000 00	13,960 00	13,960 00
<i>Guaranteed by Province of Saskatchewan—</i>				
4% First mortgage bonds.....	G.T.P.....	9,874,062 00	394,962 48	394,962 48
4% First mortgage debenture stock.....	Can. Nor.....	8,029,999 99	321,200 00	321,200 00
<i>Guaranteed by Province of Alberta—</i>				
4% First mortgage bonds—1942.....	G.T.P.....	1,153,764 00	46,150 56	46,150 56
4% First mortgage bonds—1939.....	".....	2,430,000 00	97,200 00	97,200 00
4% First mortgage debenture stock.....	Can. Nor.....	5,586,665 64	223,466 62	223,466 62
4½% First mortgage debenture stock—1943.....	C.N.W.....	2,799,997 73	125,999 90	125,999 90
4½% First mortgage debenture stock—1942.....	".....	6,424,000 00	289,080 00	289,080 00
<i>Guaranteed by Province of British Columbia—</i>				
4% First mortgage debenture stock.....	C.N.P.....	16,412,001 13	656,480 07	656,480 04
4½% Terminal debenture stock.....	".....	8,614,000 00	387,630 00	387,630 00

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A/C 755—UNMATURED FUNDED DEBT HELD BY PUBLIC

Name of Security	Issuing Company	Principal Outstanding at December 31, 1923	Interest Accrued 1923	Interest Accrued 1922
		\$ cts.	\$ cts.	\$ cts.
<i>Unguaranteed—</i>				
4% Canada Atlantic, 1st mortgage bonds..	G.T.	16,000,092 00	640,003 68	640,003 68
Vs. Wellington, Grey and Bruce bonds....	"	251,119 97	27,242 54	26,698 18
6% Northern Rly. 3rd preference bonds....	"	70,566 66	4,234 00	4,234 00
4½% Equipment trust—Series "C"	"	718,800 00	5,880 00	15,960 00
5% Equipment trust—Series "D"	"	1,000,000 00	54,166 66	66,666 66
6% Equipment trust notes "U.S.R.A."	"	718,800 00	43,128 00	46,722 00
6½% Equipment trust certificates "F"	"	11,230,000 00	729,950 00	736,949 06
4% Second mortgage—Prairie "A"	G.T.P.	10,206,000 00	408,240 00	408,240 00
4% Second mortgage—Mountain "B"	"	9,963,000 00	398,520 00	398,520 00
4% First mortgage—Lake Superior	"	7,533,000 00	301,320 00	301,320 00
4% Perpetual debenture stock	"	34,879,252 86	1,395,170 12	1,395,170 12
4% Perp.Con. debenture stock	Can. Nor.	44,943,019 40	1,797,720 74	1,797,720 74
4½% Prince Albert Branch bonds	"	300,000 00	13,500 00	13,500 00
6% Equipment trust—Series "A"	"	2,150,000 00	142,500 00	169,500 00
6% Equipment trust—Series "B"	"	4,125,000 00	258,750 00	303,750 00
6% Equipment trust—Series "C"	"	4,125,000 00	273,750 00	318,852 74
6% Equipment trust—Series "D"	"	4,500 000 00	300,000 00	345,051 38
7% Equipment trust—Series "E"	"	14,000,000 00	980,000 00	980,000 00
4½% Equipment trust—Series "F-1" .....	" .....	.....	1,650 00	17,809 53
4½% Equipment trust—Series "G-1" .....	" .....	.....	412 50	4,546 55
5% Equipment trust—Series "H-1" .....	" .....	.....	2,208 33	6,171 23
5% Equipment trust—Series "K-1"	"	215,000 00	16,000 00	26,507 21
5% Equipment trust—Series "L-1"	"	392,000 00	21,800 00	28,401 50
6% 5-year collateral trust gold notes	"	4,349,000 00	260,940 00	289,272 42
4% Perp. cons. debenture stock	C.N.O.	8,724,113 20	348,964 50	348,964 50
5% First mortgage bonds	C.O.R.	794,240 05	39,772 83	40,271 66
5% First mortgage bonds	B. of Q.	730,000 00	36,500 00	36,500 00
4% Perp. cons. debenture stock	C.N.Q.	5,250,369 26	210,014 76	210,014 76
4% First mortgage gold bonds	G.N. of C.	3,510,250 00	140,410 00	140,274 90
4% First mortgage perpetual debenture stock	Q. & L. St. J.	4,252,503 06	170,100 14	170,100 14
3½% First mortgage bonds	H. & S.W.	4,447,000 00	155,645 00	155,645 00
4% First mortgage debenture stock	Q.L.L. & S. ....	.....	.....	.....
.....	R.R.	5,019,539 86	200,781 14	200,781 14
5% First mortgage rent charge bonds	M.R.T. & T.	1,927,686 66	97,529 43	101,362 44
4% First mortgage debenture stock	D.W. & P.	7,004,997 27	280,199 84	280,199 84
4% First mortgage bonds	G.T.W.	10,964,416 00	438,576 64	438,576 64
6% Equipment trust notes	"	2,478,000 00	149,196 25	161,586 25
5% First mortgage bonds	G.T. Jct.	938,960 00	46,948 00	46,948 00
4½% First mortgage gold bonds	G.T.M.C.F. ....	.....	393 75	1,136 25
Interest on securities retired in 1922 .....	.....	.....	.....	444,527 74
Adjustment of prior years' accruals .....	.....	.....	5,734 44	.....
Fixed charges due public per Income A/c 546 .....	.....	.....	35,041,380 28	34,652,324 38
3½% New England Elevator Company, Firsts .....	.....	180,000 00	Interest charged to A/c 542	
4% Portland Elevator	"	65,000 00	"	"
4% Pembroke Southern Railway,	"	150,000 00	"	"
5% C.N. Coal and Ore Dock,	"	1,375,000 00	"	"
4% Montreal Warehousing Company,	"	1,000,000 00	Interest in Results of Separately operated properties.	
5% Rail and River Coal Company,	"	1,525,000 00	"	"
5% Niagara, St. Catharines and Toronto Railway Company,	"	1,098,000 00	"	"
4½% Toronto Suburban debenture stock	"	2,628,000 00	"	"
5% Canadian Northern income charge debenture stock	"	24,137,846 08	Interest not earned.	
Total debt held by public, per Balance Sheet A/c 755 .....	.....	\$823,099,056 10		

STATISTICS OF RAIL-LINE OPERATION

Item Number	Year 1923	Year 1922
1. Average mileage of road operated.....	21,805.14	21,761.08
<i>Train Miles—</i>		
11 Freight—ordinary.....		
12 " light.....		
13 " total.....	34,073,929	31,531,857
14 Passenger.....	23,241,846	22,031,878
15 Mixed.....	3,536,792	3,686,245
16 Special.....	27,680	49,400
17 Total transportation service.....	60,880,247	57,299,380
18 Work service.....	3,236,717	2,892,725
<i>Locomotive miles—</i>		
21 Freight—principal.....	34,105,821	31,565,513
22 " helper.....	814,572	574,743
23 " light.....	736,207	637,506
24 " total.....	35,656,600	32,777,762
25 Passenger—principal.....	23,241,851	22,031,878
26 " helper.....	150,902	94,730
27 " light.....	483,498	430,677
28 " total.....	23,876,251	22,557,285
29 Mixed train—principal.....	3,536,859	3,686,367
30 " helper.....	13,553	14,543
31 " light.....	31,561	30,660
32 " total.....	3,581,973	3,731,570
33 Special—principal.....	27,680	49,475
34 " helper.....	430	1,241
35 " light.....	671	1,277
36 " total.....	28,781	51,993
37 Train switching.....	3,942,175	3,772,158
38 Yard switching—freight.....	13,530,476	11,163,530
39 " passenger.....	1,197,664	1,137,218
40 " total.....	14,728,140	12,300,748
41 Total transportation service.....	81,813,920	75,191,516
42 Work service.....	3,881,707	3,275,570
<i>Car Miles—</i>		
51 Freight train—loaded.....	797,189,578	708,181,997
52 " empty.....	413,047,269	352,407,339
53 Sum of loaded and empty.....	1,210,236,847	1,060,589,336
54 Freight train—caboose.....	34,419,364	31,462,018
55 " total.....	1,244,656,211	1,092,051,354
56 Passenger train—passenger.....	58,774,479	53,211,037
57 " sleeping, parlor and observation.....	35,140,885	30,592,609
58 " dining.....	6,457,551	6,715,853
59 " other.....	56,017,555	53,805,496
60 " total.....	156,390,470	144,324,995
61 Mixed train—freight—loaded.....	21,107,166	22,754,402
62 " " empty.....	8,177,308	9,055,076
63 " caboose.....	1,320,297	1,353,687
64 " passenger.....	4,981,182	4,625,759
65 " sleeping, parlor and observation.....	31,503	29,018
66 " dining.....	917	304
67 " other passenger train.....	2,048,471	2,470,205
68 " total.....	37,666,844	40,288,451

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STATISTICS OF RAIL-LINE OPERATION—Continued

Item No.	Year 1923	Year 1922
<i>Car Miles—Concluded.</i>		
69 Special train—freight—loaded.....	313,190	356,027
70 “ “ empty.....	13,837	2,352
71 “ caboose.....	26,529	41,872
72 “ passenger.....	48,568	134,787
73 “ sleeping, parlor and observation.....	47,677	88,471
74 “ dining.....	981	16,516
75 “ other passenger train.....	12,391	47,417
76 “ total.....	463,173	687,442
77 Total transportation service.....	1,439,176,698	1,277,352,242
78 Work service.....	16,712,235	18,509,561
<i>Freight Service—</i>		
81 Tons—revenue freight.....	57,248,338	48,322,922
82 “ non-revenue freight.....	11,942,587	10,120,408
83 “ total.....	69,190,925	58,443,330
84 Ton-miles—revenue freight.....	18,615,107,256	16,432,787,616
85 “ non-revenue freight.....	2,334,438,962	1,791,975,840
86 “ total.....	20,949,546,218	18,224,763,456
<i>Passenger Service—</i>		
97 Passengers carried—revenue.....	23,683,781	23,550,678
98 Passenger miles.....	1,446,779,216	1,237,308,010
<i>Revenues and Expenses—</i>		
101 Freight revenue.....	\$ 185,240,896 71	\$ 169,783,721 76
102 Passenger revenue.....	39,285,318 14	35,486,294 72
103 Passenger service train revenue.....	59,322,069 15	55,047,949 34
104 Operating revenues.....	254,926,456 04	234,059,025 05
105 Operating expenses.....	234,689,892 95	231,172,313 50
106 Net operating revenues.....	20,236,563 09	2,886,711 55
<i>Averages per Mile of Road—</i>		
111 Freight train miles.....	1,563	1,449
112 Passenger train miles.....	1,066	1,013
113 Mixed train miles.....	162	169
114 Special train miles.....	1	2
115 Transportation service train miles.....	2,792	2,633
116 Work train miles.....	148	133
117 Locomotive miles—transportation.....	3,752	3,455
118 Freight service car miles.....	58,501	51,726
119 Passenger service car miles.....	7,501	6,973
120 Freight revenue.....	\$ 8,495 29	\$ 7,802 17
121 Passenger service train revenue.....	\$ 2,720 55	\$ 2,529 65
122 Operating revenues.....	\$ 11,691 11	\$ 10,755 86
123 Operating expenses.....	\$ 10,763 05	\$ 10,623 20
124 Net operating revenues.....	\$ 928 06	\$ 132 66
125 Ton-miles—revenue freight.....	853,703	755,146
126 “ all freight.....	960,762	837,494
127 Passenger miles—revenue.....	66,350	59,156

STATISTICS OF RAIL-LINE OPERATION—*Concluded*

Item No.	Year 1923	Year 1922
<i>Averages per Train Mile—</i>		
131 Loaded freight car-miles—freight trains.....	23.40	22.46
132 " " " mixed "	5.97	6.17
133 Empty " " freight "	12.12	11.18
134 " " " mixed "	2.31	2.46
135 Ton-miles—revenue freight.....	503.82	475.39
136 " all freight.....	567.01	527.25
137 Passenger train car-miles—passenger trains.....	6.73	6.55
138 " " mixed trains.....	2.00	1.93
139 Revenue passenger miles.....	60.52	56.75
140 Freight revenue.....	\$ 5 07	\$ 4 97
141 Passenger service train revenue.....	\$ 2 48	\$ 2 43
142 Operating revenues.....	\$ 4 19	\$ 4 08
143 Operating expenses.....	\$ 3 86	\$ 4 03
144 Net operating revenues.....	\$ 33	\$ 05
<i>Average per Locomotive Mile—</i>		
151 Train miles—freight trains.....	.96	.96
152 Car " "	34.91	33.32
153 Train " passenger trains.....	.97	.98
154 Car " "	6.55	6.40
155 Train " mixed trains.....	.99	.99
156 Car " "	10.52	10.80
157 Train " special trains.....	.96	.95
158 Car " "	16.09	13.22
<i>Average per Loaded Freight Car Mile—</i>		
161 Ton-miles—revenue freight.....	22.75	22.48
162 " all freight.....	25.59	24.93
163 Freight revenue.....	\$.22637	\$.23228
<i>Averages per Car Mile—Passenger—</i>		
171 Passenger miles—revenue.....	14.62	14.55
172 Passenger revenue.....	\$.39711	\$.40116
<i>Miscellaneous Averages—</i>		
181 Miles hauled—revenue freight.....	325.16	340.06
182 " non-revenue freight.....	195.47	177.07
183 " all freight.....	302.78	311.84
184 Miles carried—revenue passengers.....	61.09	54.66
185 Revenue per ton of freight.....	\$ 3.23574	\$ 3.51352
186 " ton mile of freight.....	\$.00995	\$.01033
187 " passenger.....	\$ 1.65874	\$ 1.50681
188 " passenger-mile.....	\$.02715	\$.02757
189 Operating ratio.....	92.06%	98.77%

COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES

	Year 1923	Year 1922	Increase Decrease
	Tons	Tons	Tons
<i>Products of Agriculture—</i>			
Wheat.....	6,008,725	5,027,519	981,206
Corn.....	491,803	1,017,077	525,274
Oats.....	1,073,145	1,752,372	679,227
Barley.....	371,182	487,543	116,361
Rye.....	111,237	244,165	132,928
Flax (seed).....	59,632	66,044	6,412
Other grain.....	58,820	169,119	110,299
Flour.....	1,236,051	1,319,069	83,018
Other mill products.....	604,474	637,276	32,802
Hay and straw.....	484,549	474,265	10,284
Cotton.....	51,898	113,137	61,239
Apples (fresh).....	85,800	96,679	10,879
Other fresh fruits.....	309,270	224,626	84,644
Potatoes.....	198,610	212,526	13,916
Other fresh vegetables.....	120,741	105,162	15,579
Other products of agriculture.....	373,882	282,125	91,757

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COMPARATIVE STATEMENT OF REVENUE TONNAGE BY COMMODITIES—*Concluded*

	Year 1923	Year 1922	Increase <i>Decrease</i>
	Tons	Tons	Tons
<i>Products of Animals—</i>			
Horses and mules.....	48,612	48,807	195
Cattle and calves.....	516,165	456,894	59,271
Sheep and goats.....	32,885	49,271	16,386
Hogs.....	145,715	165,697	19,982
Dressed meats (cured or salted).....	37,537	43,715	6,178
Dressed meats (fresh).....	349,709	337,057	12,652
Other packing house products.....	164,406	110,075	54,331
Poultry.....	24,015	25,510	1,495
Eggs.....	66,184	72,381	6,197
Butter and cheese.....	126,315	133,754	7,439
Wool.....	21,111	18,490	2,621
Hides and leather.....	90,050	102,112	12,062
Other products of animals.....	54,822	44,193	10,629
<i>Products of Mines—</i>			
Anthracite coal.....	3,188,977	2,122,966	1,066,011
Bituminous coal.....	10,602,469	7,452,382	3,150,087
Lignite coal.....	101,643	21,036	80,607
Coke.....	475,144	293,465	181,679
Iron ores.....	552,315	338,129	214,186
Other ores and concentrates.....	256,572	148,368	108,204
Bullion and matte.....	35,038	26,466	8,572
Clay, gravel, sand and crushed stone.....	2,994,558	2,470,019	524,539
Slate, stone, granite (dimension or block).....	1,071,870	858,334	213,536
Crude petroleum.....	231,783	225,280	6,503
Asphaltum.....	60,834	51,562	9,272
Salt.....	346,202	386,264	40,162
Other products of mines.....	197,780	276,929	79,149
<i>Products of Forests—</i>			
Logs, posts, poles and cordwood.....	1,929,385	1,441,499	487,886
Ties.....	190,861	177,731	13,130
Pulpwood.....	2,716,044	1,984,584	731,460
Sawed lumber, timber, box shooks, staves and headings.....	4,741,125	3,799,897	941,228
Other products of forests.....	274,251	233,972	40,279
<i>Manufactures and Miscellaneous—</i>			
Refined petroleum and its products.....	1,064,152	910,638	153,514
Sugar, syrup, glucose and molasses.....	382,331	431,329	48,998
Iron, pig and bloom.....	419,404	358,495	60,909
Rails and fastenings.....	120,751	180,621	59,870
Bar and sheet iron, structural iron and iron pipe.....	848,130	586,921	261,209
Castings, machinery and boilers.....	524,554	347,193	177,361
Cement.....	974,265	977,496	3,231
Brick and artificial stone.....	484,695	528,259	43,564
Lime and plaster.....	346,116	292,413	53,703
Sewer pipe and drain tile.....	81,978	95,594	13,616
Agricultural implements and vehicles other than autos.....	123,816	113,551	10,265
Automobiles and auto trucks.....	759,364	649,113	110,251
Household goods and second-hand furniture.....	68,221	67,019	1,202
Furniture (new).....	46,191	61,587	15,396
Liquor and beverages.....	81,138	61,522	19,616
Fertilizer.....	122,367	145,221	22,854
Paper, printed matter and books.....	974,543	845,063	129,480
Wood pulp.....	784,212	769,906	14,306
Fish (fresh, frozen, smoked or salted).....	67,892	80,724	12,832
Canned meats.....	3,862	4,899	1,037
Canned goods (all canned food products other than meat).....	128,535	130,723	2,188
Other manufactures and miscellaneous.....	3,464,239	2,351,283	1,112,956
Merchandise.....	2,093,386	2,187,709	94,323
Grand total.....	57,248,338	48,322,922	8,925,416

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CANADIAN NATIONAL TELEGRAPHS

Miles of pole line operated.....	22,733
Miles of wire operated.....	113,379
Number of offices operated.....	1,834
Officers and employees in service.....	3,852
Wages paid during year.....\$	2,341,833
Capital expenditures made during year.....\$	335,247

EXPRESS DEPARTMENT

Number of officers and employees.....	3,255
Wages paid during year.....\$	4,406,503
Capital expenditures made during year.....\$	141,543
Fruit.....	Over 30,000,000 pounds
Fish.....	" 47,000,000 "
Live foxes.....	" 3,500
Horses, principally race horses.....	4,400

SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY SYSTEM

Name of Issuing Company	Capital Stock	Held by System	Held by Government and others
	\$ cts.	\$ cts.	\$ cts.
<i>Canadian National Railway Company.....</i>	180,424,327 70	†14,796,589 00	†165,627,738 70
Bay City Terminal Railway Company.....	15,000 00	15,000 00	
Canada Atlantic Transit Company.....	219,000 00	219,000 00	
*Canada Atlantic Transit Company of U.S.....	250,000 00	250,000 00	
The Canadian Express Company.....	1,768,800 00	1,768,800 00	
The Champlain and St. Lawrence Railroad Company.....	50,000 00	50,000 00	
*Chicago, New York and Boston Refrigerator Company.....	1,129,400 00	1,129,400 00	
Detroit, Grand Haven and Milwaukee Railway Company.....	1,500,000 00	1,500,000 00	
The Erie, London and Tillsonburg Railway Company.....	12,500 00	12,500 00	
Grand Rapids Terminal Railroad Company.....	50,000 00	50,000 00	
The Grand Trunk Junction Railway Company.....	500,000 00	500,000 00	
Grand Trunk Western Railway Company.....	6,000,000 00	6,000,000 00	
Intercolonial Express Company.....	100,000 00	100,000 00	
International Bridge Company.....	1,500,000 00	1,500,000 00	
The Kingston, Smith's Falls and Ottawa Railway Company.....	122,000 00	122,000 00	
The Lachine, Jacques Cartier and Maisonneuve Railway Company.....	120 00	120 00	
The Michigan Air Line Railway.....	300,000 00	300,000 00	
*The Montreal and Southern Counties Railway Company.....	500,000 00	306,500 00	193,500 00
The Maganetawan River Railway Company.....	30,000 00	30,000 00	
*The Montreal Warehousing Company.....	236,000 00	220,300 00	15,700 00
New England Elevator Company.....	400,000 00	400,000 00	
*The Oshawa Railway Company.....	40,000 00	40,000 00	
The Ottawa Terminals Railway Company.....	250,000 00	250,000 00	
The Pembroke Southern Railway Company.....	107,800 00	90,500 00	17,300 00
Portland Elevator Company.....	50,000 00	50,000 00	
*Rail and River Coal Company.....	2,000,000 00	2,000,000 00	
Realty Assets Company, Limited.....	504 00	504 00	
St. Clair Tunnel Company.....	700,000 00	700,000 00	
*Terminal Warehouse, Registered.....	1,000,000 00	1,000,000 00	
*The Thousand Islands Railway Company.....	60,000 00	60,000 00	
Toledo, Saginaw and Muskegon Railway Company.....	1,600,000 00	1,600,000 00	
The Toronto Belt Line Railway Company.....	50,000 00	26,000 00	24,000 00
Transcontinental Townsite Company, Limited.....	467,800 00	467,800 00	
The United States and Canada Rail Road Company.....	219,400 00	218,925 00	475 00
Vermont and Province Line Railroad Company.....	200,000 00	200,000 00	
The Pontiac, Oxford and Northern Railroad Company.....	1,000,000 00	1,000,000 00	
The Detroit and Huron Railway Company.....	148,000 00	148,000 00	
The Chicago and Kalamazoo Terminal Railroad Company.....	100,000 00	100,000 00	
Grand Trunk-Milwaukee Car Ferry Company.....	200,000 00	200,000 00	
Whipple Car Company.....	1,400,000 00	1,400,000 00	
Total Canadian National Railway (Grand Trunk) Group.....	204,700,651 70	38,821,938 00	165,878,713 70

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SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY
SYSTEM—Continued

Name of Issuing Company	Capital Stock	Held by System	Held by Government and other
	\$ cts.	\$ cts.	\$ cts.
Brought forward.....			
<i>The Canadian Northern Railway Company.....</i>	100,000,600 00		100,000,600 00
The Bay of Quinte Railway Company.....	1,395,000 00	1,395,000 00	
The Bessemer and Barry's Bay Railway Company.	125,000 00	125,000 00	
The Canadian Northern Alberta Railway Company	3,000,000 00	3,000,000 00	
The Canadian Northern Railway Express Company, Limited.....	1,000,000 00	1,000,000 00	
The Canadian Northern Manitoba Railway Com- pany.....	250,000 00	250,000 00	
The Canadian Northern Ontario Railway Company	10,000,000 00	10,000,000 00	
Canadian Northern Pacific Railway Company.....	25,000,000 00	25,000,000 00	
**The Canadian Northern Quebec Railway Company.	9,550,000 00	5,700,800 00	3,489,200 00
*Canadian Northern Realities, Limited.....	40,000 00	40,000 00	
The Canadian Northern Saskatchewan Railway Company.....	1,000,000 00	1,000,000 00	
Canadian Northern Steamships, Limited.....	2,000,000 00	2,000,000 00	
*The Canadian Northern Coal and Ore Dock Com- pany, Limited.....	500,000 00	500,000 00	
Canadian Northern Rolling Stock, Limited.....	50,000 00	50,000 00	
Canadian National Rolling Stock, Limited.....	50,000 00	50,000 00	
Canadian National Express Company.....	1,000,000 00	1,000,000 00	
Canadian Northern System Terminals, Limited....	2,000,000 00	2,000,000 00	
*Canadian National Telegraph Company.....	500,000 00	500,000 00	
*Canadian National Transfer Company.....	500,000 00	500,000 00	
Canadian Northern Western Railway Company....	2,000,000 00	2,000,000 00	
The Central Ontario Railway.....	3,331,000 00	3,329,000 00	2,000 00
Continental Realty and Holding Company, Limited.....	90,000 00	90,000 00	
The Dalhousie Navigation Company, Limited.....	50,000 00	50,000 00	
Duluth, Winnipeg and Pacific Railroad Company...	100,000 00	100,000 00	
Duluth, Winnipeg and Pacific Railway Company....	6,000,000 00	6,000,000 00	
Carried forward.....			

* The accounts of Companies indicated (*) are taken up in the System Income Account as, Separately Operated Properties."

** \$5,144,600 C.N.Q. Stock is held by the Northern Consolidated Holding Company. The Canadian Northern Railway owns 44,467 shares in that company out of a total issue of 61,815. For the purposes of this statement the Holding Company is ignored and the proportion of the C.N.Q. Stock thus owned by the Canadian Northern Railway is shown as held by the latter Company.

† One certificate for \$180,424,327.70 of the Company's Capital Stock is issued in the name of His Majesty as representing \$165,627,738.70 of Grand Trunk Stock previously held by the public and \$14,796,589 previously held in that Company's treasury.

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SCHEDULE OF COMPANIES COMPRISING THE CANADIAN NATIONAL RAILWAY SYSTEM—*Concluded*

Name of Issuing Company	Capital Stock	Held by System	Held by Government and others
	\$ cts.	\$ cts.	\$ cts.
*Duluth and Virginia Realty Company.....	45,000 00	45,000 00	.....
Duluth, Rainy Lake and Winnipeg Railway Company	2,000,000 00	2,000,000 00	.....
*Federal Properties, Limited.....	1,000 00	1,000 00	.....
The Halifax and Southwestern Railway Company..	1,000,000 00	1,000,000 00	.....
The Irondale, Bancroft and Ottawa Railway Com- pany.....	53,500 00	53,000 00	500 00
The James Bay and Eastern Railway Company....	125,000 00	125,000 00	.....
The Marmora Railway and Mining Company.....	128,600 00	128,600 00	.....
The Lake Superior Terminals Company, Limited..	500,000 00	500,000 00	.....
The Minnesota and Manitoba Railroad Company..	400,000 00	400,000 00	.....
The Minnesota and Ontario Bridge Company.....	100,000 00	100,000 00	.....
Mount Royal Tunnel and Terminal Company, Limited.....	5,000,000 00	5,000,000 00	.....
*The Niagara, St. Catharines and Toronto Railway Company.....	925,000 00	924,900 00	100 00
*The Niagara, St. Catharines and Toronto Naviga- tion Company, Limited.....	100,000 00	100,000 00	.....
The Quebec and Lake Saint John Railway Company	4,508,300 00	4,019,100 00	489,200 00
The Qu'Appelle, Long Lake and Saskatchewan Rail- road and Steamboat Company.....	201,000 00	201,000 00	.....
St. Boniface Western Land Company.....	250,000 00	250,000 00	.....
The St. Charles and Huron River Railway Company.....	1,000 00	1,000 00	.....
*The Toronto Suburban Railway Company.....	1,500,000 00	1,500,000 00	.....
*The Toronto Eastern Railway Company.....	250,000 00	250,000 00	.....
The Toronto, Niagara and Western Railway Com- pany.....	12,500 00	12,500 00	.....
*Toronto Dwellings, Limited.....	100,000 00	100,000 00	.....
The Winnipeg Land Company, Limited.....	100,000 00	100,000 00	.....
Total Canadian Northern Railway Group....	186,832,500 00	82,490,900 00	104,341,600 00
The Grand Trunk Pacific Railway Company.....	24,942,000 00	24,942,000 00	.....
The Grand Trunk Pacific Branch Lines Company..	1,002,000 00	1,002,000 00	.....
The Grand Trunk Pacific Saskatchewan Railway Company.....	200,000 00	200,000 00	.....
*The Grand Trunk Pacific Development Company, Limited.....	3,000,000 00	3,000,000 00	.....
*The Grand Trunk Pacific Coast Steamship Com- pany, Limited.....	15,000 00	15,000 00	.....
*Grand Trunk Pacific Alaska Steamship Company..	50,000 00	50,000 00	.....
*Grand Trunk Pacific Terminal Elevator Company (Limited).....	501,000 00	501,000 00	.....
*The Grand Trunk Pacific Telegraph Company.....	100,000 00	100,000 00	.....
Grand Trunk Pacific Dock Company, of Seattle....	150,000 00	150,000 00	.....
Total Grand Trunk Pacific Railway Company Group.....	29,960,000 00	29,960,000 00	.....
SUMMARY			
Canadian National Railway (Grand Trunk) Group...	204,700,651 70	38,821,938 00	165,878,713 70
Canadian Northern Railway Group.....	186,832,500 00	82,490,900 00	104,341,600 00
Grand Trunk Pacific Railway Group.....	29,960,000 00	29,960,000 00	.....
	421,493,151 70	151,272,838 00	†270,220,513 70

* The accounts of Companies indicated (*) are taken up in the System Income Account as "Separately Operated Properties."

† \$265,628,338.70 of this amount is owned by the Dominion of Canada.

A C 706—"INVESTMENTS IN AFFILIATED COMPANIES"

Company	Amount out- standing	Amount owned by Canadian National System	Book value
<i>'A'—Stocks—</i>			
	\$ cts.	\$ cts.	\$ cts.
Atlantic and St. Lawrence Railroad Company.....	5,484,000 00	224 33	
Belt Railway Company of Chicago.....	3,120,000 00	240,000 00	
Central Vermont Railway Company.....	3,000,000 00	2,191,100 00	
Chicago, Detroit and Canada G.T.Jet., R.R. Co.....	1,095,000 00	522,500 00	
Chicago and Western Indiana R.R. Company.....	5,000,000 00	1,000,000 00	
Cincinnati, Saginaw and Mackinaw R.R. Co.....	1,500,000 00	27,900 00	
Detroit and Toledo Shore Line R.R. Co.....	1,428,000 00	714,000 00	
Great North Western Telegraph Company.....	373,000 00	17,375 00	
Great North Western Telegraph Company (held in escrow).....		331,500 00	
Ontario Car Ferry Company.....	500,000 00	250,000 00	
Toronto Terminals Railway Company.....	50,000 00	25,000 00	
Toledo Terminal Railroad Company.....	4,000,000 00	387,200 00	
Detroit Terminal Railroad Company.....	2,000,000 00	1,000,000 00	
	27,550,000 00	6,706,799 33	2,071,010 16
<i>'B'—Bonds—</i>			
Atlantic and St. Lawrence Railroad Company.....	3,000,000 00	3,000,000 00	
Central Vermont Railway 5% Gold Bonds.....	12,848,900 00	4,179,300 00	
Chicago, Detroit and Canada G. T. Jet. R.R. Co.....	1,786,141 46	1,786,141 46	
Chicago and Western Indiana R.R. Consolidated Bonds	48,457,666 67	2,187,000 00	
Detroit and Toledo Shore Line R.R. Company.....	3,000,000 00	587,000 00	
Toledo Terminal Railroad Company.....	4,707,000 00	73,000 00	
	73,799,708 13	11,812,441 46	11,790,460 45
<i>'C'—Notes—</i>			
Central Vermont Railway.....			8,041,905 52
<i>'D'—Advances—</i>			
Central Vermont Railway.....			5,840,512 15
Toledo Terminal Railroad Company.....			100,800 00
Chicago and Western Indiana Railroad Company.....			553,233 68
			6,494,545 83
Total Balance Sheet A C No. 706.....			23,397,921 96

SUMMARY—MILEAGE OF RAILWAY LINES AT DECEMBER 31, 1923

	Miles
<i>Atlantic Region</i>	2,760.08
<i>Central Region—</i>	
Quebec District.....	2,247.09
Montreal District.....	1,612.13
Northern Ontario District.....	2,039.16
South Western Ontario District.....	1,932.53
<i>Grand Trunk Western Lines</i>	991.69
<i>Western Region—</i>	
Manitoba District.....	3,821.46
Saskatchewan District.....	3,078.96
Alberta District.....	2,072.03
British Columbia District.....	1,295.76

Total mileage steam operated lines referred to as "System" Mileage.. 21,850.89

OPERATED MILEAGE DECEMBER 31, 1923

Territory	Mileage owned by Constituent Companies				Mileage of Lines under Lease or Contract			Mileage of Trackage Rights		Total Road Mileage				Sours, Sidings and Yard tracks	Inactive mileage
	1st Main track	2nd Main track	3rd Main track	4th Main track	1st Main track	2nd Main track	Miles	1st Main track	2nd Main track	1st Main track	2nd Main track	3rd Main track	4th Main track	Miles	Miles
Atlantic Region.....	2,580.85	46.39	.....	.....	164.25	.....	.....	14.98	.....	2,760.08	46.39	.....	.....	746.45	.....
Central Region.....	7,318.25	731.85	12.21	7.42	478.89	12.41	.....	33.77	0.58	7,830.91	744.84	12.21	7.42	2,578.71	96.93
Grand Trunk Western Lines.....	841.81	337.65	.....	.....	123.67	11.19	.....	26.21	4.85	991.69	353.69	.....	.....	599.74	.....
Western Region.....	9,555.21	52.91	.....	.....	681.91	5.19	.....	31.09	.....	10,268.21	58.10	.....	.....	2,194.55	177.69
Total mileage steam-operated lines, referred to as "System Mileage",	20,296.12	1,168.80	12.21	7.42	1,448.72	28.79	.....	106.05	5.43	21,850.89	1,203.02	12.21	7.42	6,119.45	274.62

LINES CONTROLLED BY CANADIAN NATIONAL RAILWAYS NOT INCLUDED
IN OPERATING FIGURES

CANADIAN NORTHERN ELECTRIC LINES

Toronto Suburban Railway.....	60·63
Niagara, St. Catharines and Toronto Railway.....	61·77
Total mileage Canadian Northern Electric Lines.....	<u>122·40</u>

LINES CONTROLLED BY CONSTITUENT COMPANIES BUT SEPARATELY OPERATED

Central Vermont Railway (steam).....	267·95
New London Northern Railroad (leased line).....	180·08
West River Railroad (leased line).....	35·44
Total mileage for Central Vermont Railway.....	<u>483·47</u>
Montreal and Southern Counties Railway (electric).....	52·18
Thousand Islands Railway (steam).....	6·00
Oshawa Railway (electric).....	8·81

ANNUAL REPORT CANADIAN GOVERNMENT RAILWAYS

FOR YEAR ENDING DECEMBER 31, 1923

Shown separately for purposes of departmental record and comparative reference.

CANADIAN GOVERNMENT RAILWAYS

BALANCE SHEET AS AT DECEMBER 31, 1923

ASSETS

A/C.	
701 Investment in road and equipment—	
Investment in road and equipment.....	\$ 421,270,278 90
Branch lines purchased.....	133,418 77
Capital suspense—Overseas rail.....	597,497 86
	<u>\$ 420,806,199 81</u>
702 Improvement on Leased Railway Property.....	358,685 86
705 Rail Loan Account.....	97,798 15
707 Victory Loan Suspense.....	28,539 98
708 Cash—	
Bank of Montreal payroll—Moncton.....	\$ 6,360 84
Bank of Montreal payroll—Winnipeg.....	1,278 05
	<u>7,638 89</u>
772 Canadian National Railways.....	14,006,532 73
	<u><u>\$ 435,305,395 42</u></u>

LIABILITIES

A/C.	
755 Branch Lines Purchase Account.....	\$ 132,238 77
757 Non-Negotiable Debt—	
Dominion of Canada—	
Advances for road and equipment.....	\$ 418,036,152 49
Material and supplies.....	} 15,503,965 42
Open accounts.....	
Operating deficits.....	13,703,074 29
Advance for work comp. payments.....	315,488 96
Advance for pension payments.....	84,844 87
	<u>447,643,526 03</u>
760 Payroll Account.....	7,638 89
770 Canadian Northern Railway.....	40,362 74
774 Operating Reserve—	
Rail renewal.....	\$ 52,411 38
Equipment renewal—Reserve.....	315,043 26
	<u>367,454 64</u>
784 Profit and Loss Account.....	12,885,825 65
	<u><u>\$ 435,305,395 42</u></u>

This balance sheet and all accompanying statements have been certified correct by T. H. COOPER, General Auditor; C. E. FRIEND, Assistant General Comptroller; and J. M. ROSEVEAR, General Comptroller, Canadian National Railways.
MONTREAL, QUE.

CANADIAN GOVERNMENT RAILWAYS

PROFIT AND LOSS ACCOUNTS AS AT DECEMBER 31, 1923

A/C.

Debit Balance at January 1, 1923.....	\$ 12,022,469 52
603 Profit on road and equipment sold.....	
604 Delayed income credits.....	
605 Unrefundable overcharges.....	29 34
606 Donations.....	
607 Miscellaneous credits.....	9,633 27
Total Credits.....	9,662 61
612 Debit balance transferred from income.....	215,943 26
613 Surplus to sinking and other reserve fund.....	
614 Dividend appropriations of surplus.....	
615 Surplus appropriated for investment in physical property.....	
616 Stock discount extinguished through surplus.....	
617 Debt discount extinguished through surplus.....	
618 Miscellaneous appropriations of surplus.....	
619 Loss on retired road and equipment.....	1,684 47
620 Delayed income debits.....	653,129 00
621 Miscellaneous debits.....	2,262 01
Total Debits.....	\$ 873,018 74
Debit Balance at December 31, 1923.....	\$ 12,885,825 65

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CANADIAN GOVERNMENT RAILWAYS, INCLUDING ST. JOHN AND
QUEBEC RAILWAY

INCOME STATEMENT YEAR ENDING DECEMBER 31, 1923

A/C.	OPERATING INCOME	Year ending	
		Dec. 31, 1923	
501	Railway operating revenues.....	\$	44,837,053 01
531	Railway operating expenses.....		45,007,692 23
	Railway operating ratio.....		100-38%
	Net revenue from railway operations.....	\$	170,639 27
532	Railway tax accruals.....	\$	38,027 78
533	Uncollectable railway revenues.....		3,292 25
	Railway operating income.....	\$	211,959 30
502	Revenues from miscellaneous operations.....		
534	Expenses of miscellaneous operations.....		
	Net revenue from miscellaneous operations.....		
535	Taxes on miscellaneous operations.....		
	Miscellaneous operating income.....		
	Total operating income.....	\$	211,959 30
	NON-OPERATING INCOME		
503	Hire of freight cars—Credit balance.....	\$	574,252 70
504	Rent from locomotives.....		283,044 12
505	Rent from passenger train cars.....		
506	Rent from floating equipment.....		
507	Rent from work equipment.....		70,555 84
508	Joint facility rent income.....		118,177 57
509	Income from lease of road.....		23,300 00
510	Miscellaneous rent income.....		149,872 33
511	Miscellaneous non-operating physical property.....		19 37
512	Separately operated properties—Profit.....		
513	Dividend income.....		
514	Income from funded securities.....		
515	Income from unfunded securities and accounts.....		52,021 18
516	Income from sinking and other reserve funds.....		
517	Release of premiums on funded debt.....		
518	Contributions from other companies.....		
519	Miscellaneous income.....		72,604 04
	Total non-operating income.....	\$	1,343,808 41
	Gross income.....	\$	1,131,849 11
	DEDUCTIONS FROM GROSS INCOME		
536	Hire of freight cars—Debit balance.....		
537	Rent of locomotives.....		30,462 75
538	Rent for passenger train cars.....		183,819 38
539	Rent for floating equipment.....		
540	Rent for work equipment.....		2,653 70
541	Joint facility rents.....		409,316 40
542	Rent for leased roads.....		713,227 55
543	Miscellaneous rents.....		959 96
544	Miscellaneous tax accruals.....		
545	Separately operated properties—Loss.....		
546	Interest on funded debt.....		
547	Interest on unfunded debt.....		3,055 94
548	Amortization of discount on funded debt.....		
549	Maintenance of investment organization.....		
550	Income transferred to other companies.....		
551	Miscellaneous income charges.....		4,296 69
	Total deductions from gross income.....	\$	1,347,792 37
	Net income.....	\$	215,943 26

<i>Intercolonial Railway—</i>			
To cost to December 31, 1922	\$ 146,220,881	49	
Construction and betterments during the year....	808,829	20	
			\$ 147,029,710 69
<i>Prince Edward Island Railway—</i>			
To cost to December 31, 1922.....	12,974,553	10	
Construction and betterments during the year....	250,914	23	
			13,225,467 33
<i>New Brunswick and Prince Edward Island—</i>			
To cost to December 31, 1922.....	850,628	44	
Construction and betterments during the year....	19,845	62	
			870,474 06
<i>International Railway—</i>			
To cost to December 31, 1922.....	2,962,908	04	
Construction and betterments during the year....	34,012	72	
			2,996,920 76
<i>National Transcontinental Railway—</i>			
To cost to December 31, 1922.....	169,090,121	55	
Less—Improvements on Lake Superior Branch to December 31, 1922, included in above.....	130,853	09	
	\$ 168,959,268	46	
Construction and betterments during the year....	1,150,012	63	
			170,109,281 09
<i>Moncton and Buctouche Railway—</i>			
To cost to December 31, 1922.....	\$ 292,892	59	
Construction and betterments during the year....	19,826	54	
			312,719 13
<i>Salisbury and Albert Railway—</i>			
To cost to December 31, 1922.....	\$ 508,108	99	
Construction and betterments during the year....	22,949	60	
			531,058 59
<i>St. Martins Railway—</i>			
To cost to December 31, 1922.....	\$ 299,694	59	
Construction and betterments during the year....	26,426	86	
			326,121 44
<i>Elgin and Havelock Railway—</i>			
To cost to December 31, 1922.....	\$ 140,202	30	
Construction and betterments during the year....	12,694	49	
			152,896 79
<i>York and Carleton Railway—</i>			
To cost to December 31, 1922.....	\$ 60,857	90	
Construction and betterments during the year....	683	36	
			61,541 26
<i>Quebec and Saguenay Railway—</i>			
To cost to December 31, 1922.....	\$ 7,756,302	56	
Construction and betterments during the year....	39,552	77	
			7,795,855 33
<i>Caraquet and Gulf Shore—</i>			
To cost to December 31, 1922.....	\$ 705,624	82	
Construction and betterments during the year....	147,795	20	
			853,420 02
<i>Lotbinière and Megantic Railway—</i>			
To cost to December 31, 1922.....	\$ 353,836	16	
Construction and betterments during the year....	Nil		
			353,836 16
<i>Cape Breton Railway—</i>			
To cost to December 31, 1922.....	\$ 106,306	96	
Construction and betterments during the year....	9,034	27	
			115,341 23
<i>Hudsons Bay Railway—</i>			
To cost to December 31, 1922.....	\$ 14,354,161	76	
Construction and betterments during the year....	25,492	42	
			14,379,654 18
<i>Quebec Bridge—</i>			
To cost of bridge to December 31, 1922.....			22,640,228 46
<i>Long Lac Cui Off—</i>			
Construction and betterments during the year.....			2,177,108 32
<i>Lake Superior Branch—</i>			
Additions and betterments to December 31, 1922 \$	130,853	09	
" " " " " " " " " " " "	227,832	77	
			358,685 86

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<i>Lawlor Building, Toronto—</i>		
Purchase price.....		1,200,000 00
<i>Canadian Government Railways—</i>		
Cost of rolling stock to December 31, 1922.....	\$ 35,801,009 65	
Expenditure during the year.....	902,317 99	
	\$ 36,703,327 64	
Less—Equipment retired.....	685,053 18	
	\$ 36,018,274 46	
Add—Additions and betterments to SS. "Northumberland".....	40,362 74	
		36,058,637 20
Capital Suspense—Vale Railway.....	\$ 49,234 31	
“ “ Branch Line Aid.....	36,485 95	
“ “ Miscellaneous.....		
Branch Lines purchased—balance of purchase account—		
Moncton and Buctouche Railway.....	\$ 70,000 00	
New Brunswick and Prince Edward Island Railway.....	63,418 77	
		133,418 77
	\$ 219,139 03	
Deduct—		
Capital Account—Overseas Rails.....	\$ 597,497 86	
“ “ Moncton and Buctouche Ry.	5,713 40	
		603,211 26
		384,072 23
		\$ 421,164,885 67

CANADIAN GOVERNMENT RAILWAYS—ST. JOHN AND QUEBEC RAILWAY

EARNINGS, EXPENSES AND RENTAL ACCOUNT—YEAR ENDED DECEMBER 31, 1923

Railway operating revenues.....	\$ 272,999 39
Railway operating expenses.....	504,255 45
Deficit.....	\$ 231,256 06
In addition to the above amount, 40 p.c. of gross earnings charged to rental was.....	109,271 90
Total deficit.....	\$ 340,527 96

CANADIAN GOVERNMENT RAILWAYS

RAIL RENEWAL ACCOUNT—YEAR ENDED DECEMBER 31, 1923

There was a credit balance at January 1, 1923, of.....	\$ 52,411 38
Nothing has been charged during the year against the above amount, leaving a credit balance in rail renewal account at December 31, 1923, of.....	\$ 52,411 38

EQUIPMENT RENEWAL ACCOUNT—YEAR ENDED DECEMBER 31, 1923

There was a credit balance at January 1, 1923, of.....	\$ 1,165,387 52
Charges during the year 1923 for equipment retired and renewals amounted to.....	850,344 26
Leaving a credit balance in equipment renewal account at December 31, 1923, of.....	\$ 315,043 26

FIRE RENEWAL ACCOUNT—YEAR ENDED DECEMBER 31, 1923

There was a credit balance at January 1, 1923, of.....	\$ 30,264 94
There has been charged during the year.....	30,264 94
Balance December 31, 1923.....	Nil

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CANADIAN GOVERNMENT RAILWAYS

STATEMENT OF AVERAGES, YEAR ENDING DECEMBER 31, 1923

Mileage of road operated.....	4,627.71
Total engine mileage.....	15,489.866
Total train mileage.....	12,325.267
Total car mileage.....	263,022.886
<i>Earnings—</i>	
Transportation—Rail (Accounts 101 to 112).....	\$ 43,802,362.34
Incidentals (Accounts 113 to 152).....	1,034,690.67
Total.....	\$ 44,837,053.01
<i>Operating Expenses—</i>	
Rail.....	\$ 45,007,692.28
Water.....	
Total.....	\$ 45,007,692.28
<i>Ratio of Earnings to Gross Earnings—</i>	
Earnings from transportation—Rail.....	97.69%
“ “ Water.....	
“ Incidentals.....	2.31%
Earnings per mile of road operated.....	\$ 9,688.82
“ engine mile.....	2.89
“ train mile.....	3.64
“ car mile.....	17.05c.
<i>Ratio of Expenses to Gross Earnings—</i>	
Rail.....	102.75%
Water.....	
Expenses per train mile.....	\$ 3.65
Expenses per mile of road operated.....	9,725.69
Repairs to locomotives.....	3,526,656.37
Repairs to freight cars.....	3,158,049.13
Repairs to passenger cars.....	1,620,590.34
Cost of repairs per locomotive.....	5,148.40
Cost of repairs per freight car.....	132.19
Cost of repairs per passenger car.....	2,226.09
Freight traffic.....	32,003,759.46
Passenger traffic.....	8,670,824.60
Mails and express.....	2,122,792.68
Miscellaneous (A/cs. 103, 104, 105, 108 to 112).....	1,004,985.60
Incidental.....	1,028,338.44
Joint facility.....	6,352.23
Total.....	\$ 44,837,053.01
Hire of equipment.....	\$ 710,916.83
Income account.....	66,293.27
Rentals leased roads.....	689,927.55

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CANADIAN GOVERNMENT RAILWAYS

LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1923

	On hand January 1, 1923	Added during year	Retired during year	On hand December 31, 1923
<i>Locomotives</i>	699		27	672
<i>Freight—</i>				
Automobile.....	499			499
Box.....	15,581	16	1,013	14,584
Stock.....	1,322	811	11	2,122
Poultry.....	2			2
Refrigerator.....	326		7	319
Eastman heaters.....	198			198
Potato.....	85		6	79
Flat.....	2,241	2	88	2,155
Hart.....	1,072		12	1,060
Coal.....	1,240	11	287	964
Pulpwood.....	1,212	61	51	1,222
Tank.....	68		2	66
Caboose.....	336		6	330
	24,182	901	1,483	23,600
<i>Passenger—</i>				
Business cars.....	26		1	25
Parlor cars.....	2			2
Cafe parlor cars.....	13			13
Cafe coaches.....	4			4
Observation, parlor, buffet.....	9			9
Mountain observation cars.....	2			2
Comp. cafe parlor, sleeping.....	1			1
Buffet sleeping.....	9			9
Compartment cars.....	2			2
Dining cars.....	16		1	15
Sleeping cars.....	64			64
Colonist cars.....	54		1	53
First class cars.....	165			165
Second class cars.....	46		1	45
Passenger and baggage cars.....	110		1	109
Passenger and mail cars.....	4		1	3
Mail and express baggage cars.....	18	2		20
Baggage cars.....	95	2	5	92
Box baggage cars.....	24			24
Postal cars.....	21	2	2	21
Refrigerator express cars.....	32			32
Milk cars.....	3			3
Gasolene Motor Passenger cars.....	1			1
“ “ trailer.....	1			1
Hospital cars.....	2		2	
Lunch counter cars.....	2	1	1	2
Photographers cars.....	1			1
Instruction cars.....	2			2
Vision test cars.....	1			1
Stores supply cars.....	3			3
	733	7	16	724

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CANADIAN GOVERNMENT RAILWAYS

LOCOMOTIVE AND CAR EQUIPMENT AS AT DECEMBER 31, 1923.—*Continued*

	On hand January 1, 1923	Added during year	Retired during year	On hand December 31, 1923
<i>Work—</i>				
Lidgerwoods.....	11			11
Gas cars.....	8			8
Cranes and derricks.....	47		2	45
Flangers.....	97	2	1	98
Ditchers.....	8			8
Ballast spreaders and trimmers.....	15			15
Pile drivers.....	4			4
Steam shovels.....	19			19
Snow ploughs.....	139		4	135
Boarding cars.....	1,063	67	47	1,083
Engineers' cars.....	2			2
Stores cars.....	2			2
Auxiliary cars.....	134	15		149
Cabin cars and idlers.....	8			8
Cinder cars.....	91	18	18	91
Road repair cars.....	9			9
Air dump.....	38			38
Transfer flats.....	15			15
Water tanks.....	6	2	1	7
Fire fight tanks.....	7	1		8
Bridge tanks.....	1			1
Concrete mixers.....	4			4
Sand blast cars.....	1			1
Well boring machine cars.....	2			2
Test weight and scale test cars.....	2			2
Centrifugal pump.....	1			1
Ice cars.....	2			2
Shop service cars.....	4			4
Rail saw cars.....	1			1
Oil tank cars.....	1			1
Paint cars.....	1			1
Dump cars.....	16			16
	1,759	105	73	1,791

NOTE.—The cars shown as "added during year" opposite the several classes concerned, consist entirely of cars transferred from other classes, and some are also included in figures shown as "retired during year" opposite the classes from which they were transferred. No new cars were acquired.

CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION

STATEMENT OF RECEIPTS AND EXPENDITURES FROM JANUARY 1 TO DECEMBER 31, 1923

RECEIPTS

Credit balance on December 31, 1922.....	\$ 108,340 62
Amount of premiums collected from Canadian National Railways' pay-lists.....	\$ 222,947 40
Premiums collected from railways' vouchers.....	2,676 01
Cash premiums collected by railways.....	66 47
Contributions from Canadian National Railways.....	15,000 00
	240,689 88
Cash members not on duty, refunds, etc.....	\$ 1,963 51
Premiums from S. and A. vouchers.....	2,938 42
Premiums from retired members.....	4,838 38
Annual fees.....	1,211 25
Examination fees.....	112 00
Interest on monthly balances and bonds.....	5,417 58
	16,481 14
Total Receipts.....	365,511 64

EXPENDITURES

Sick and accident indemnity.....	\$ 99,785 88
Medical and surgical attendance.....	50,983 86
	<u>\$ 150,769 74</u>
Temporary Employees' Accident Fund.....	25,954 95
Death and total disability claims.....	65,000 00
Examination fees.....	56 00
	<u>\$ 241,780 69</u>

OPERATING EXPENSES

Sick and Accident Fund, Temporary Employees' Accident Fund, Retired Employees, Death and Total Disability Fund.....	19,923 05	<u>261,703 74</u>
Difference.....		\$ 103,807 90
Less outstanding liabilities.....		<u>14,000 00</u>
Estimated net surplus December 31, 1923.....		\$ 89,807 90

SICK AND ACCIDENT FUND (REGULAR AND TEMPORARY)

This fund shows a surplus December 31, 1923.....	61,240 55
--	-----------

DEATH AND TOTAL DISABILITY FUND

The statement shows an expenditure on account of death and total disability claims of.....	65,000 00
This statement shows that one hundred and thirty-two deaths and total disability claims were assessed and paid during the year.....	
One hundred and eleven death claims, due to natural causes, aggregating....	54,750 00
Nineteen death claims, due to accidental injuries, aggregating.....	9,000 00
	<u>\$ 63,750 00</u>
Two total disability claims, aggregating.....	<u>1,250 00</u>
	<u>\$ 65,000 00</u>

C. B. TRITES,
Secretary.

W. F. SEARS,
Auditor.

The death and total disability, also the Temporary Employees' Accident Fund, show 142 death claims during the year.

STATEMENT SHOWING MILEAGE OF CANADIAN GOVERNMENT RAILWAYS
AS AT DECEMBER 31, 1923

	Main Line		Yard track and Sidings	Total
	1st track	2nd track		
Atlantic Region.....	2,209·35	46·39	694·67	2,950·41
Central Region.....	1,567·44	22·24	380·67	1,970·35
Western Region, including Hudson Bay Railway.....	663·92	4·80	225·20	893·92
Leased lines—Atlantic Region.....	164·25		15·42	179·67
“ Central “.....	5·30		0·15	5·45
Joint lines—Central “.....	2·96	2·96		5·92
Running rights—Atlantic Region.....	13·96			13·96
“ Central “.....	39·90*	38·35*		78·25
“ Western “.....	0·53			0·53
	<u>4,667·61</u>	<u>114·74</u>	<u>1,316·11</u>	<u>6,098·46</u>

*Running rights over Grand Trunk Railway.

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INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS EMPLOYEES' PROVIDENT FUND

STATEMENT OF RECEIPTS AND EXPENDITURES DURING THE YEAR ENDED DECEMBER 31, 1923

Balance to the credit of the fund on December 31, 1922.....	\$ 527,053 35	
Contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages, were.....	\$ 283,290 62	
The contributions made by the railways were.....	100,000 00	
Amounts received to increase retiring allowance of all retired employees receiving less than \$30 per month, in order that the minimum allowance now paid under the Act, viz., \$20, might be increased to \$30 per month, in accordance with vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the Intercolonial and Prince Edward Island Railways Employees' Provident Fund, including from January 1 to December 31, 1923.....	47,386 79	
		430,677 41
Amounts received for refunds, etc.....		1,057 13
Interest accrued (at three per cent).....		12,088 97
		<u>\$ 970,876 86</u>

The amount contributed by the employees is shown to exceed by \$183,290.62 the amount contributed by the railways. By reference to Section 4 of the Provident Fund Act, it will be noted that the maximum sum of railways are authorized to contribute to the fund in any one year must not exceed \$100,000.

The expenditures were:—

For retiring allowances.....	\$ 478,893 24	
For allowances made to retired employees receiving less than \$30 per month, to increase the minimum allowance in accordance with vote No. 473, whereby an amount was placed in the estimates to supplement retiring allowances payable under the provisions of the Intercolonial and Prince Edward Island Railway Employees' Provident Fund, including from January 1 to December 31, 1923.....	47,386 79	
For contributions refunded in the cases of deceased employees..	11,077 62	
For contributions refunded, which were deducted in error.....	925 17	
For contributions refunded to discharged employees, etc.....	12,215 90	
Medical examinations for probationers entering the service, etc..	592 00	
Medical examination for employees retiring from the service....	10 00	
Medical examinations (special and expenses).....	27 00	
For election expenses.....	862 02	
For salaries and travelling expenses, Secretary's office and proportion of salary of Chief Medical Officer.....	12,653 30	
For stationery, printing, postage, etc.....	997 77	
		565,640 81
Balance to the credit of the fund on December 31, 1923.....	\$ 405,236 05	
It will be noted by the above statement of receipts and expenditures that the amount of contributions received from the railways and from the employees during the year were.....	430,677 41	
And the expenditures were.....	565,640 81	
Showing that during the year the expenditures exceeded the receipts.....	134,963 40	
The gross surplus, including interest, to the credit of the fund on December 31, 1923, was.....		<u>405,236 05</u>

L. S. BROWN,
Chairman.

C. B. TRITES,
Secretary.

CANADIAN GOVERNMENT RAILWAYS

STATEMENT SHOWING THE AMOUNT CREDITED TO THE CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND INSURANCE ASSOCIATION, BY THE CANADIAN NATIONAL RAILWAYS DURING THE YEAR ENDED DECEMBER 31, 1923

Amount of premiums collected from the Canadian National Railways' pay-lists.....	\$ 222,947 40
Premiums collected from railways' vouchers.....	2,676 01
Annual contribution from the Canadian National Railways.....	15,000 00
Canadian National Railways' cash premiums.....	66 47
Total.....	<u>\$ 240,689 88</u>

C. B. TRITES,
Secretary.

W. F. SEARS,
Auditor.

THE CENTRAL VERMONT RAILWAY

TWENTY-FOURTH ANNUAL REPORT

The Central Vermont Railway is operated under separate management but controlled by the Canadian National Railway Company.

Mileage operated during 1923 was as follows:—

SOUTHERN DIVISION

<i>1st District—</i>	
New London to White River Junction.....	183.97 miles
Montville to Palmertown.....	2.52 "
Fitchville Junction to Fitchville.....	1.64 "
East Northfield to Brattleboro.....	10.25 "
<i>2nd District—</i>	
Brattleboro to South Londonderry.....	35.44 miles

NORTHERN DIVISION

<i>3rd District—</i>	
White River Junction to St. Albans.....	117.90 miles
Bethel to Quarries.....	5.39 "
Montpelier Junction to Williamstown.....	14.03 "
Barre Junction to Barre.....	1.44 "
Burlington to Essex Junction.....	7.79 "
Essex Junction to Cambridge Junction.....	25.96 "
<i>4th District—</i>	
St. Albans to St. Johns.....	41.14 miles
Fonda Junction to Rouses Point.....	18.15 "
St. Albans to Richford.....	27.40 "
<i>*5th District—</i>	
S. S. and C. Junction to Waterloo.....	40.23 miles
St. Lambert to Frelighsburg.....	50.26 "
Marieville to St. Cesaire.....	8.60 "
Total.....	592.11 miles

* Operated by C. V. Railway to October 31, 1923.

Operated by C. N. Railway after November 1, 1923.

SUMMARY OF YEAR'S OPERATIONS

Gross receipts.....	\$ 8,627,980 41
Gross expenses.....	7,677,080 80
Balance.....	\$ 950,899 61
Taxes.....	243,114 36
Balance.....	\$ 707,785 25
Net debit from rentals.....	37,038 02
Balance.....	\$ 670,747 23
Hire of equipment, Dr. balance.....	578,614 65
Balance.....	\$ 92,132 58
Interest on securities held by the company.....	3,000 00
Balance.....	\$ 95,132 58
Fixed charges.....	1,176,808 33
Net result (deficit).....	\$ 1,081,675 75

Commenting on the above the Board of Directors have this to say:—

The past year was one of varying conditions. Beginning with October, 1922, an unprecedented volume of traffic was delivered the company to handle, greater than any before sustained. This increased rapidly until, through want

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of the normal relief, which we might expect from our southern connections, a car congestion took place. Passing tracks and yards became blocked and although no embargo was placed on the company's route the cost of operation was extremely high. The road was not cleared of this congestion until about the first of April of this year. Coupled with this strain was the character of the winter, which was severe and increased the operating expenses to a marked degree. Bearing these points in mind, therefore, the result is not out of reason.

In the annual report for 1922 the potential earnings of the property on the basis of an average daily tonnage of 3,500,000 gross ton miles was explained and steps have been taken along a well constructed programme to build the property up to the requisite condition to handle the traffic most efficiently. It is well to bear in mind, however, at this point, that under the Interstate Commerce Commission rules of accounting a certain designated portion of the charges contingent to improvements must be applied to so-called operating expenses, and not to the capital account. The result is that, during the succeeding four or five years, while the road is undergoing the required improvements, there will be a heavy charge to operation. This charge will no doubt for a year or two more than offset the gradually increasing efficiency of operation until the point of equalization is reached, and from then on the road will be well able to support itself and in a few years absorb its adverse profit and loss account.

Volume of tonnage is of course the governing factor and without firm assurance that at least a stable 3,500,000 gross ton mile daily average is to be forthcoming the whole policy of future development and conduct must be radically modified.

A settlement with the United States Government, for the period of federal control was effected by which your company pays to the Government \$700,000 on a seven-year basis. This settlement was felt to be eminently satisfactory and equitable to both parties.

On November first the Central Vermont leased to the Canadian National the so-called Fifth District which comprises approximately one hundred miles of railroad in Canada, being the Stanstead, Shefford and Chambly Railroad and the Montreal and Province Line Railroad. This arrangement was concluded partially on account of the duties imposed by the Dominion on equipment of American manufacture used by the Central Vermont, on these Canadian lines, and partially because the costs of operation proved to be less, after a thorough study, if handled by the Canadian National.

INCOME ACCOUNT

<i>Operating Income—</i>	
Railway operating revenues.....	\$ 8,627,980 41
Railway operating expenses.....	7,677,080 80
Net revenue from railway operations.....	\$ 950,899 61
Railway tax accruals.....	243,114 36
Uncollectible railway revenue.....	581 66
Total operating income.....	\$ 707,203 59
<i>Non-Operating Income—</i>	
Rent from locomotives.....	\$ 6,215 22
Rent from passenger train cars.....	65,573 72
Rent from work equipment.....	1,039 50
Joint facility rent income.....	28,515 19
Income from lease of road.....	4,972 48
Miscellaneous rent income.....	7,520 87
Income from unfunded securities and accounts.....	6,488 61
Income from funded securities and accounts.....	3,000 00
Miscellaneous income.....	1,065 80
Total non-operating income.....	\$ 124,391 39
Gross income.....	\$ 831,594 98

INCOME ACCOUNT—*Continued.**Deductions from Gross Income—*

Hire of freight cars—Dr. balance.....	\$ 465,095 42
Rent for locomotives.....	103,821 77
Rent for passenger train cars.....	81,604 90
Rent for work equipment.....	921 00
Joint facility rents.....	6,384 69
Miscellaneous rents.....	28,627 50
Rent for leased roads.....	217,099 26
Interest on funded debt.....	944,902 39
Interest on unfunded debt.....	6,834 40
Amortization of discount on funded debt.....	14,806 68
Miscellaneous income charges.....	43,172 72

Total deductions from gross income.....	\$ 1,913,270 73
---	-----------------

Net deficit	\$ 1,081,675 75
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PROFIT AND LOSS ACCOUNT

Net deficit at December 31, 1922.....	\$ 2,765,681 16
---------------------------------------	-----------------

Miscellaneous adjustment credit.....	524,706 91
--------------------------------------	------------

Deficit.....	\$ 2,240,974 25
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Deficit in income account for the year.....	1,081,675 75
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Depreciation on equipment retired during the year from date of purchase to June 30, 1907.....	45,030 80
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Net deficit at December 31, 1923.....	\$ 3,367,680 80
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BALANCE SHEET, DECEMBER 31, 1923

ASSETS

Investments—

Investment in road and equipment.....	\$19,240,769 21	
Improvements on leased railway property.....	509,964 65	\$19,750,733 86

Investments in affiliated companies—

Stocks.....	\$ 4,973,914 92	
Advances.....	3,638,485 36	8,612,400 28

Other investments—

Bonds.....	\$ 75,000 00	
Miscellaneous.....	133 30	75,133 30

Total investments.....	\$28,438,267 44
------------------------	-----------------

Current Assets—

Cash.....	\$ 736,293 56
Special deposits.....	19,836 00
Loans and bills receivable.....	5,000 00
Traffic and car service balances receivable.....	250,546 07
Net balance receivable from agents and conductors.....	93,042 35
Miscellaneous accounts receivable.....	688,234 57
Material and supplies.....	901,227 01
Interest and dividends receivable.....	6,584 16
Other current assets.....	93,934 47

Total current assets.....	\$ 2,794,698 19
---------------------------	-----------------

Deferred Assets—

Working fund advances.....	1,640 59	
Total deferred assets.....		1,640 59

unadjusted Debits—

Rents and insurance premiums paid in advance.....	\$ 6,172 70
Discount on funded debt.....	96,399 56
Other unadjusted debits.....	159,161 87
Securities issued or assumed—Unpledged.....	388,100 00
Securities issued or assumed—Pledged.....	369,000 00

Total unadjusted debits.....	1,018,834 13
------------------------------	--------------

Grand total.....	\$32,253,440 35
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LIABILITIES

<i>Stock—</i>		
Authorized, 30,000 shares at \$100 each.....	\$ 3,000,000 00	
Issued.....	\$ 2,984,600 00	
Scrap.....	15,400 00	\$ 3,000,000 00
<i>Long-term Debt—</i>		
Funded debt unmatured, Refunding—		
Mortgage 5% Gold Bonds.....	\$13,588,900 00	
Equipment Trust Notes "E".....	607,000 00	
United States Government Note.....	128,000 00	
United States Government Note.....	39,000 00	
United States Government Note.....	700,000 00	
Non-negotiable debt to affiliated companies—		
Notes.....	8,041,905 52	
Open accounts.....	5,840,512 15	
Total long-term debt.....		28,945,317 67
<i>Current Liabilities—</i>		
Loans and bills payable.....	75,000 00	
Traffic and car service balances payable.....	400,792 68	
Audited accounts and wages payable.....	1,524,564 38	
Miscellaneous accounts payable.....	5,396 69	
Interest matured unpaid.....	15,775 48	
Funded debt matured unpaid.....	17,100 00	
Unmatured interest accrued.....	134,525 05	
Other current liabilities.....	63,624 88	
Total current liabilities.....		2,236,779 16
<i>Deferred Liabilities—</i>		
Other deferred liabilities, miscellaneous.....	226,311 87	
Other deferred liabilities, United States Government.....	481 80	
Total deferred liabilities.....		226,793 67
<i>Unadjusted Credits—</i>		
Accrued depreciation—Road.....	144,446 06	
Accrued depreciation—Equipment.....	705,260 83	
Tax liabilities.....	150,035 37	
Other unadjusted credits.....	212,488 39	
Total unadjusted credits.....		1,212,230 65
<i>Profit and Loss Balance (Deficit).....</i>		3,367,680 80
<i>Contingent Liabilities—</i>		
In respect of principal of and interest on \$200,000 par value First Mortgage 4% Bonds of the Montreal and Province Line Railway Company.		
Grand total.....		\$32,253,440 35

COMPARATIVE STATEMENT OF EARNINGS, EXPENDITURES AND RESULT OF OPERATION

	REVENUE	
	Year ended Dec. 31, 1923	Year ended Dec. 31, 1922
Freight.....	\$ 6,345,777 50	\$ 5,677,849 89
Passenger.....	1,307,523 58	1,207,451 76
Mail and express.....	333,828 92	305,346 18
Other revenue from transportation.....	492,765 73	293,268 75
Revenue from operations other than transportation.....	131,403 52	126,423 11
Dining and buffet service.....	16,681 16	16,286 50
Total revenue.....	\$ 8,627,980 41	\$ 7,626,626 19
	EXPENSES	
	Year ended Dec. 31, 1923	Year ended Dec. 31, 1922
Maintenance of way and structures.....	\$ 1,339,133 06	\$ 1,045,831 74
Maintenance of equipment.....	1,487,216 82	1,092,053 62
Traffic.....	160,463 28	150,454 71
Transportation.....	4,430,719 04	3,949,302 15
Miscellaneous operations.....	19,239 68	18,933 67
General.....	249,879 61	266,181 59
Transportation for investment—Cr.....	9,570 69	2,656 86
Total operating expenses.....	\$ 7,677,080 80	\$ 6,520,100 62

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EXPENSES—Continued.

Balance.....	\$ 950,899 61	\$ 1,106,525 57
Net Dr. from rentals, etc.....	37,038 02	201,595 42
Balance.....	\$ 913,861 59	\$ 904,930 15
Taxes.....	243,114 36	223,375 59
Balance.....	\$ 670,747 23	\$ 681,554 56
Hire of equipment—Dr. balance.....	578,614 65	506,519 18
Balance.....	\$ 92,132 58	\$ 175,035 38

EXTRA RECEIPTS

Interest on securities held by the company, etc.....	\$ 3,000 00	\$ 3,000 00
Total.....	\$ 95,132 58	\$ 178,035 38
Fixed charges.....	1,176,808 33	914,849 57
Net result.....	<u>\$1,081,675 75</u>	<u>\$ 736,814 19</u>

*Deficit.

COMPARATIVE STATEMENT OF FREIGHT AND PASSENGER TRAIN EARNINGS
PER TON AND PER PASSENGER MILE

FREIGHT

	Year ended Dec. 31, 1923	Year ended Dec. 31, 1922
Revenue train miles.....	1,115,200	959,769
Freight earnings.....	\$ 6,345,777 50	\$ 5,677,849 89
Earnings per freight train mile.....	\$ 5 69	\$ 5 90
Tons carried.....	4,567,926	3,865,689
Tons carried one mile.....	418,834 420	369,128 514
Earnings per ton mile.....	\$ -0152	\$ -0153

PASSENGER

	Year ended Dec. 31, 1923	Year ended Dec. 31, 1922
Revenue train miles.....	969,405	923,448
Passenger earnings.....	\$ 1,922,050 09	\$ 1,756,653 86
Earnings per passenger train mile.....	\$ 1 98	\$ 1 90
Passengers carried.....	1,013,722	1,015,097
Passengers carried one mile.....	35,862,987	33,149,915
Earnings per passenger per mile.....	\$ -0365	\$ -0364

Earnings from express and mails are included in passenger train earnings.
Earnings per passenger mile do not include express and mail earnings.

Freight carried amounted to 4,568,926 tons compared with 3,865,689 tons during 1922. This was made up of the following classes of merchandise, given in percentage:—

	1923	1922
Products of agriculture.....	20.643	21.872
Products of animals.....	5.361	5.919
Products of mines.....	24.838	19.290
Products of forests.....	13.724	14.234
Manufactures and miscellaneous.....	28.597	31.800
L. C. L. freight.....	6.837	6.885
Total traffic.....	<u>100.000</u>	<u>100.000</u>

ENGINE MILEAGE

	Year ended Dec. 31, 1923	Year ended Dec. 31, 1922
Freight.....	1,145,085	1,034,295
Passenger.....	978,041	922,855
Mixed.....	69,138	69,344
Special.....	290	825
Switching.....	691,957	590,592
Total revenue miles.....	<u>2,884,511</u>	<u>2,617,911</u>
Non-revenue miles.....	54,352	41,512
Total.....	<u>2,938,863</u>	<u>2,659,423</u>

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TRAIN MILEAGE

	Year ended Dec. 31, 1923	Year ended Dec. 31, 1922
Freight.....	1,060,523	910,678
Passenger.....	956,023	908,824
Mixed.....	66,683	63,733
Special.....	216	825
Total revenue miles.....	2,083,445	1,884,060
Non-revenue miles.....	44,523	41,512
Total.....	2,127,968	1,925,572

CAR MILEAGE

	Year ended Dec. 31, 1923	Year ended Dec. 31, 1922
Passenger.....	4,456,641	4,379,694
Freight.....	34,345,498	29,008,828
Total.....	38,802,139	33,388,522

EQUIPMENT

	On hand January 1, 1923	On hand January 1, 1924
<i>Locomotives—</i>		
Passenger.....	30	26
Freight.....	65	56
Switch.....	4	4
Total.....	99	86
<i>Passenger Cars—</i>		
Coach.....	48	46
Cafe-parlor.....	2	...
Parlor.....	2	2
Dining.....	1	1
Combination passenger and baggage.....	10	10
Baggage, mail and express.....	25	24
Milk.....	20	19
Total.....	108	102
<i>Freight and Work Cars—</i>		
Freight—		
Box.....	1,871	1,855
Refrigerator.....	5	...
Stock.....	7	6
Coal.....	200	200
Flat.....	413	338
Caboose.....	40	43
Work—		
Cinder.....	33	40
Wreck.....	17	20
Snowplows.....	8	8
Construction.....	67	67
Scraper.....	15	15
Official.....	1	1
Store.....	1	1
Total.....	2,678	2,594

INCOME ACCOUNT, CANADIAN NATIONAL RAILWAYS, (INCLUDING CENTRAL VERMONT RAILWAY)

1. Income Account Canadian National Railways, including Central Vermont Railway, for years ending December 31, 1923 and 1922.
2. Income Account Canadian National Railway Lines in Canada for years ending December 31, 1923 and 1922.
3. Income Account Canadian National Railway Lines in United States for years ending December 31, 1923 and 1922.
4. Statement of Advances made by Dominion Government during 1923 and total to December 31, 1923.

CANADIAN NATIONAL RAILWAYS (INCLUDING CENTRAL VERMONT)

INCOME ACCOUNT YEARS ENDING DECEMBER 31, 1923 AND 1922

GROSS OPERATING REVENUE

	1923	1922
Canadian National Railways Lines in Canada.....	\$ 216,578,175 89	\$ 203,062,344 56
Canadian National Railways Lines in United States..	38,348,280 15	30,996,680 40
Total Canadian National Railways.....	\$ 254,926,456 04	\$ 234,059,025 05
Central Vermont Railway.....	8,627,980 41	7,626,626 19
Total.....	\$ 263,554,436 45	\$ 241,685,651 24

GROSS OPERATING EXPENSES

Canadian National Railways Lines in Canada.....	\$ 204,921,713 26	\$ 205,572,978 49
Canadian National Railways Lines in United States..	29,768,179 69	25,599,335 01
Total Canadian National Railways.....	\$ 234,689,892 95	\$ 231,172,313 50
Central Vermont Railway.....	7,677,080 80	6,520,100 62
Total.....	\$ 242,366,973 75	\$ 237,692,414 12

NET REVENUE OR DEFICIT FROM RAILWAY OPERATIONS

Canadian National Railway Lines in Canada.....	\$ 11,656,462 63	\$ 3,510,633 84
Canadian National Railways Lines in United States..	8,580,100 46	5,397,345 39
Total Canadian National Railways.....	\$ 20,236,563 09	\$ 2,886,711 55
Central Vermont Railway.....	950,899 61	1,106,525 57
Total.....	\$ 21,187,462 70	\$ 3,993,237 12

TAX ACCRUALS, UNCOLLECTIBLE REVENUES AND MISCELLANEOUS OPERATIONS

Canadian National Railways Lines in Canada.....	\$ 2,701,407 43	\$ 2,678,118 85
Canadian National Railways Lines in United States..	1,261,916 85	1,436,101 04
Total Canadian National Railways.....	\$ 3,963,324 28	\$ 4,114,219 89
Central Vermont Railway.....	243,696 02	225,150 49
Total.....	\$ 4,207,020 30	\$ 4,339,370 38

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TOTAL OPERATING INCOME OR DEFICIT

Canadian National Railways Lines in Canada.....	\$ 8,955,055 20	\$ 5,188,752 69
Canadian National Railways Lines in United States..	7,318,183 61	3,961,244 35
Total Canadian National Railways.....	\$ 16,273,238 81	1,227,508 34
Central Vermont Railway.....	707,203 59	881,375 08
Total.....	\$ 16,980,442 40	\$ 346,153 26

NON-OPERATING INCOME

	1923	1922
Canadian National Railways Lines in Canada.....	\$ 8,390,581 69	\$ 8,877,050 73
Canadian National Railways Lines in United States..	505,500 21	1,178,317 10
Total Canadian National Railways.....	\$ 7,885,081 48	\$ 10,055,367 83
Central Vermont Railway.....	124,391 39	137,554 88
Total.....	\$ 8,009,472 87	\$ 10,192,922 71

DEDUCTIONS FROM GROSS INCOME

Canadian National Railways Lines in Canada.....	\$ 2,040,542 38	\$ 411,243 21
Canadian National Railways Lines in United States..	8,616,128 90	6,976,237 95
Total Canadian National Railways.....	\$ 10,656,671 28	\$ 7,387,481 16
Central Vermont Railway.....	968,368 34	959,526 28
Total.....	\$ 11,625,039 62	\$ 8,347,007 44

TOTAL INCOME OR DEFICIT BEFORE FIXED CHARGES

Canadian National Railways Lines in Canada.....	\$ 15,305,094 51	\$ 3,277,054 83
Canadian National Railways Lines in United States..	1,803,445 50	1,836,676 50
Total Canadian National Railways.....	\$ 13,501,649 01	\$ 1,440,378 33
Central Vermont Railway.....	136,773 36	59,403 68
Total.....	\$ 13,364,875 65	\$ 1,499,782 01

FIXED CHARGES

Canadian National Railway Lines in Canada—		
Interest due Public.....	\$ 34,125,745 92	\$ 33,723,877 40
Interest due Government.....	30,157,943 67	24,748,151 73
	\$ 64,283,689 59	\$ 58,472,029 13
Canadian National Railways Lines in United States—		
Interest due Public.....	915,634 36	928,446 98
Canadian National Railways.....	\$ 65,199,323 95	\$ 59,400,476 11
Central Vermont Railway, due Public.....	498,287 61	473,411 80
“ “ due Canadian National Railways.....	446,614 78	322,806 07
	\$ 944,902 39	\$ 796,217 87
Total Canadian National Railways and Central Vermont Railway.....	\$ 66,144,226 34	\$ 60,196,693 98

TOTAL DEFICIT

Canadian National Railways Lines in Canada.....	\$ 48,978,595 08	\$ 55,194,974 30
Canadian National Railways Lines in United States..	2,719,079 86	2,765,123 48
Total Canadian National Railways.....	\$ 51,697,674 94	\$ 57,960,097 78
Central Vermont Railway.....	1,081,675 75	736,814 19
Total Deficit.....	\$ 52,779,350 69	\$ 58,696,911 97

NOTE.—In the above Statements the principal inter-corporate transactions have been eliminated.

CANADIAN NATIONAL RAILWAYS—LINES IN CANADA

INCOME ACCOUNT YEARS ENDING DECEMBER 31, 1923 AND 1922

GROSS OPERATING REVENUE

	1923	1922
Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 90,467,437 52	\$ 83,633,964 08
Canadian Northern Railway System.....	60,542,307 39	59,152,070 12
Canadian Government Railways.....	44,837,053 01	40,939,945 76
Grand Trunk Pacific Railway.....	20,731,377 97	19,336,364 69
Canadian National Railways Lines in Canada....	<u>\$ 216,578,175 89</u>	<u>\$ 203,062,344 65</u>

GROSS OPERATING EXPENSES

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 72,792,855 00	\$ 75,925,665 67
Canadian Northern Railway System.....	63,151,661 98	62,468,047 72
Canadian Government Railways.....	45,007,692 28	43,436,667 67
Grand Trunk Pacific Railway.....	23,969,504 00	23,741,597 43
Canadian National Railways Lines in Canada....	<u>\$ 204,921,713 26</u>	<u>\$ 205,572,978 49</u>

NET REVENUE OR DEFICIT FROM RAILWAY OPERATIONS

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 17,674,582 52	\$ 7,707,298 41
Canadian Northern Railway System.....	2,609,354 59	3,315,977 60
Canadian Government Railways.....	170,639 27	2,496,721 91
Grand Trunk Pacific Railway.....	3,238,126 03	4,405,232 74
Canadian National Railways Lines in Canada....	<u>\$ 11,656,462 63</u>	<u>\$ 2,510,633 84</u>

TAX ACCRUALS, UNCOLLECTIBLE REVENUES AND MISCELLANEOUS OPERATIONS

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 1,338,486 21	\$ 1,352,401 01
Canadian Northern Railway System.....	972,864 60	1,048,070 60
Canadian Government Railways.....	41,320 03	29,744 02
Grand Trunk Pacific Railway.....	348,736 59	247,903 22
Canadian National Railways Lines in Canada....	<u>\$ 2,701,407 43</u>	<u>\$ 2,678,118 85</u>

TOTAL OPERATING INCOME OR DEFICIT

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 16,336,096 31	\$ 6,354,897 40
Canadian Northern Railway System.....	3,582,219 19	4,364,048 20
Canadian Government Railways.....	211 959 30	2,526,465 93
Grand Trunk Pacific Railway.....	3,586,862 62	4,653,135 96
Canadian National Railways Lines in Canada....	<u>\$ 8,955,055 20</u>	<u>\$ 5,188,753 69</u>

NON-OPERATING INCOME

	1923	1922
Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 4,670,778 53	\$ 4,747,163 74
Canadian Northern Railway System.....	2,984,110 75	3,143,297 58
Canadian Government Railways.....	607,888 15	843,298 38
Grand Trunk Pacific Railway.....	127,804 25	143,291 03
Canadian National Railways Lines in Canada....	<u>\$ 8,390,581 69</u>	<u>\$ 8,877,050 73</u>

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DEDUCTIONS FROM GROSS INCOME

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 1,812,863 19	\$ 73,424 57
Canadian Northern Railway System.....	1,139,462 47	648,968 95
Canadian Government Railways.....	611,872 11	1,227,490 38
Grand Trunk Pacific Railway.....	1,533,655 39	1,538,640 69
Canadian National Railways Lines in Canada....	<u>\$ 2,040,542 38</u>	<u>\$ 411,243 21</u>

TOTAL INCOME OR DEFICIT BEFORE FIXED CHARGES

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 19,194,011 65	\$ 11,028,636 57
Canadian Northern Railway System.....	1,737,570 90	1,869,719 57
Canadian Government Railways.....	215,943 26	2,910,657 93
Grand Trunk Pacific Railway.....	1,935,402 98	2,971,204 24
Canadian National Railways Lines in Canada....	<u>\$ 15,305,094 51</u>	<u>\$ 3,277,054 83</u>

FIXED CHARGES

Canadian National Railways (including Grand Trunk Railway in Canada)—		
Interest due to Public.....	\$ 14,179,129 26	\$ 13,772,127 35
Interest due the Government.....	5,999,898 75	4,745,762 61
	<u>\$ 20,179,028 01</u>	<u>\$ 18,517,889 96</u>
Canadian Northern Railway System—		
Interest due the Public.....	\$ 15,517,659 58	\$ 16,388,829 55
Interest due the Government.....	18,701,675 52	15,796,371 96
	<u>\$ 34,219,335 10</u>	<u>\$ 32,185,201 51</u>
Grand Trunk Pacific Railway—		
Interest due the Public.....	\$ 4,428,957 08	\$ 3,562,920 50
Interest due the Government.....	2,823,801 42	2,070,535 53
Interest on Receivers Certificates.....	2,632,567 98	2,135,481 63
	<u>\$ 9,885,326 48</u>	<u>\$ 7,768,937 66</u>
Canadian National Railways Lines in Canada....	<u>\$ 64,283,689 59</u>	<u>\$ 58,472,029 13</u>

TOTAL DEFICIT

Canadian National Railways (including Grand Trunk Railway in Canada).....	\$ 985,016 36	\$ 7,489,253 39
Canadian Northern Railway System.....	35,956,906 00	34,054,921 08
Canadian Government Railways.....	215,943 26	2,910,657 93
Grand Trunk Pacific Railway.....	11,820,729 46	10,740,141 90
Canadian National Railways Lines in Canada....	<u>\$ 48,978,595 08</u>	<u>\$ 55,194,974 30</u>

CANADIAN NATIONAL RAILWAYS—LINES IN THE UNITED STATES

INCOME ACCOUNT YEARS ENDING DECEMBER 31, 1923 AND 1922

GROSS OPERATING REVENUE

	1923	1922
Grand Trunk Lines in New England.....	\$ 3,515,000 00	\$ 3,123,182 90
Grand Trunk Western Lines.....	32,471,522 74	25,875,124 65
Duluth, Winnipeg and Pacific Railway.....	2,361,757 41	1,998,372 85
Canadian National Railways in United States....	<u>\$ 38,348,280 15</u>	<u>\$ 30,996,680 40</u>

GROSS OPERATING EXPENSES

Grand Trunk Lines in New England.....	\$ 4,006,702 84	\$ 3,180,273 38
Grand Trunk Western Lines.....	23,679,714 70	20,527,991 87
Duluth, Winnipeg and Pacific Railway.....	2,081,762 15	1,891,069 76
Canadian National Railways in United States....	<u>\$ 29,768,179 69</u>	<u>\$ 25,599,335 01</u>

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NET REVENUE OR DEFICIT FROM RAILWAY OPERATIONS

Grand Trunk Lines in New England.....	\$ 491,702 84	\$ 57,090 48
Grand Trunk Western Lines.....	8,791,808 04	5,347,132 78
Duluth, Winnipeg and Pacific Railway.....	279,995 26	107,303 09
Canadian National Railways in United States....	<u>\$ 8,580,100 46</u>	<u>\$ 5,397,345 39</u>

TAX ACCRUALS, UNCOLLECTIBLE REVENUES AND MISCELLANEOUS OPERATIONS

Grand Trunk Lines in New England.....	\$ 196,809 00	\$ 199,629 38
Grand Trunk Western Lines.....	946,068 69	1,131,113 17
Duluth, Winnipeg and Pacific Railway.....	119,039 16	105,358 49
Canadian National Railways in United States....	<u>\$ 1,261,916 85</u>	<u>\$ 1,436,101 04</u>

TOTAL OPERATING INCOME OR DEFICIT

Grand Trunk Lines in New England.....	\$ 688,511 84	\$ 256,719 86
Grand Trunk Western Lines.....	7,845,739 35	4,216,019 61
Duluth, Winnipeg and Pacific Railway.....	160,956 10	1,944 60
Canadian National Railways in United States....	<u>\$ 7,318,183 61</u>	<u>\$ 3,961,244 35</u>

NON-OPERATING INCOME

Grand Trunk Lines in New England.....	\$ 373,338 52	\$ 136,414 18
Grand Trunk Western Lines.....	124,743 34	1,032,318 74
Duluth, Winnipeg and Pacific Railway.....	7,418 35	9,584 18
Canadian National Railways in United States....	<u>\$ 505,500 21</u>	<u>\$ 1,178,317 10</u>

DEDUCTIONS FROM GROSS INCOME

Grand Trunk Lines in New England.....	\$ 1,501,117 82	\$ 1,268,223 60
Grand Trunk Western Lines.....	7,049,728 29	5,662,953 92
Duluth, Winnipeg and Pacific Railway.....	65,282 79	45,060 43
Canadian National Railways in United States....	<u>\$ 8,616,128 90</u>	<u>\$ 6,976,237 95</u>

TOTAL INCOME OR DEFICIT BEFORE FIXED CHARGES

Grand Trunk Lines in New England.....	\$ 2,562,968 18	\$ 1,388,529 28
Grand Trunk Western Lines.....	671,267 72	414,615 57
Duluth, Winnipeg and Pacific Railway.....	88,254 96	33,531 65
Canadian National Railways in United States....	<u>\$ 1,803,445 50</u>	<u>\$ 1,836,676 50</u>

FIXED CHARGES

Grand Trunk Lines in New England—		
Interest due the Public.....		
Interest due Government.....		
Grand Trunk Western Lines—		
Interest due the Public.....	\$ 635,114 64	\$ 648,247 14
Interest due Government.....		
Duluth, Winnipeg and Pacific—		
Interest due the Public.....	\$ 280,519 72	\$ 280,199 84
Interest due Government.....		
Canadian National Railways in United States....	<u>\$ 915,634 36</u>	<u>\$ 928,446 98</u>

TOTAL DEFICIT

Grand Trunk Lines in New England.....	\$ 2,562,968 18	\$ 1,388,529 28
Grand Trunk Western Lines.....	36,153 08	1,062,862 71
Duluth, Winnipeg and Pacific Railway.....	192,264 76	313,731 49
Canadian National Railways in United States....	<u>\$ 2,719,079 86</u>	<u>\$ 2,765,123 48</u>

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CANADIAN NATIONAL RAILWAYS

TOTAL ADVANCES BY DOMINION GOVERNMENT TO DECEMBER 31, 1923

	Total	Working Capital and Investment Account		Retirement of Capital Obligations		Operating Deficits		Fixed Charges		Guaranteed Interest Grand Trunk Pacific		Total accrued Interest due Government to December 31, 1923	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
<i>Canadian National Railways (Grand Trunk Railway of Canada)</i> —													
Total advances to December 31, 1922.....	84,560,342	60	30,093,833	84	33,341,345	86	1,877,047	56	19,248,115	34		7,907,405	29
Advances during year 1923.....	24,037,037	77	7,125,643	71	5,333,580	25			11,577,813	81		6,785,645	41
Total to December 31, 1923.....	108,597,380	37	37,219,477	55	38,674,926	11	1,877,047	56	30,825,929	15		14,753,050	70
<i>Canadian Northern Railway System</i> —													
Total advances to December 31, 1922.....	298,799,591	72	122,058,164	43	52,240,326	10	23,810,869	22	100,690,231	97		51,233,156	66
Advances during year 1923.....	28,298,789	13	7,271,376	48	4,376,900	72	1,197,159	93	15,453,352	00		18,689,794	00
Total to December 31, 1923.....	327,098,380	85	129,329,540	91	56,617,226	82	25,008,029	15	116,143,583	97		69,922,950	66
<i>Grand Trunk Pacific Railway</i> —													
Total advances to December 31, 1922.....	123,586,034	75	75,061,152	30			22,260,913	60	10,697,766	98	15,566,201	*10,128,241	32
Advances during year 1923.....	8,588,683	67	2,605,541	04			3,860,363	19			2,122,779	3,865,027	20
Total to December 31, 1923.....	132,174,718	42	77,666,693	34			26,121,276	79	10,697,766	98	17,688,981	13,993,268	52
Total.....	567,870,479	64	244,215,711	80	95,292,152	93	53,006,353	50	157,667,280	10	17,688,981	98,669,269	88

NOTE.—Figures at December 31, 1922, have been reclassified on the Railway Books to agree with classification on the books of the Department of Railways and Canals.

*Reduced by \$11,787,720.00 interest on 3% Mountain Bonds for seven years after close of construction charged to Government under agreement.

REPORT OF THE DEPARTMENTAL ACCOUNTANT

TOTAL EXPENDITURE AND REVENUE of the Department of Railways and Canals
prior to and since Confederation to March 31, 1924

	\$	cts.	\$	cts.
Grand total expenditure.....			1,282,035,146	51
Expenditure on Railways.....	926,365,992	41		
" Quebec bridge.....	22,640,228	46		
" Railway subsidies.....	78,785,471	09		
" Canals.....	211,523,005	25		
" Miscellaneous.....	42,720,449	30		
Total expenditure.....			1,282,035,146	51
Classification of expenditure in general—				
Capital account.....	671,102,980	02		
Revenue ".....	489,789,673	30		
Income ".....	42,357,022	10		
Consolidated Fund—railway subsidies.....	78,785,471	09		
Total expenditure.....			1,282,035,146	51
Classification of expenditure in detail—				
Railways—				
Capital.....	474,061,011	32		
Income.....	7,390,275	49		
Revenue.....	444,914,705	60		
Quebec Bridge—			926,365,992	41
Capital.....	2,181,017	82		
Income.....	459,210	64		
Railway subsidies.....			22,640,228	46
Total expenditure on railways.....			78,785,471	09
Canals—			1,027,791,691	96
Capital.....	153,167,952	25		
Income.....	13,556,796	35		
Revenue, staff.....	24,936,245	44		
Revenue, repairs.....	19,862,011	21		
Miscellaneous expenditure—			211,523,005	25
Capital.....	21,692,998	63		
Income.....	20,950,739	62		
Revenue.....	76,711	05		
Total expenditure.....			42,720,449	30
Grand total expenditure.....			1,282,035,146	51

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GENERAL SUMMARY of the Expenditure and Revenue for Fiscal Year ending
March 31, 1924

Grand total expenditure to March 31, 1924— This expenditure is divided as follows:—		
Railways, including Quebec bridge.....	1,027,791,691 96	
Canals.....	211,523,005 25	
General expenditure.....	42,720,449 30	1,282,035,146 51
Total expenditure for the year ending March 31, 1924— This expenditure is divided as follows:—		
Railways.....	741,535 89	
Canals.....	9,357,260 84	
General expenditure.....	4,515,698 62	14,614,495 35
REVENUE RECEIVED		
Grand total of revenue received from July 1, 1867, to March 31, 1924—		
Railways.....	391,866,392 09	
Canals.....	20,723,502 45	412,589,894 54
Revenue received from Canals during fiscal year.....		900,575 26

The principal expenditures during the fiscal year follow:—

Canadian Government Railways, capital.....	291,321 59
Hudson Bay Railway, Port Nelson Terminals.....	24,621 93
Railway Commission, maintenance.....	223,723 18
“ statute.....	57,388 86
Surveys and inspections, railways.....	57,380 66
Railway Grade Crossing Fund.....	44,439 94
Governor General's cars.....	42,659 73
Canada Highways Act, Chap. 54, 1919.....	4,066,210 14
Canada Highways Commission.....	62,826 46
Canadian Government Railways, to supplement pension allowance.....	47,386 79
Workmen's Compensation Act.....	242,044 72
St. Lawrence ship canal.....	50,000 00
Welland ship canal.....	6,465,512 55
Surveys and inspections, canals.....	14,266 95
Canals expenditure.....	2,611,543 81
Miscellaneous expenditure.....	313,168 04
Total.....	14,614,495 35

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GENERAL STATEMENT of Expenditure during the Year ending March 31, 1924.

	\$	cts.	\$	cts.
Total expenditure.....			14,614,495	35
Expenditure chargeable to railways.....	741,535	89		
Expenditure chargeable to canals.....	9,357,260	84		
General expenditure.....	4,515,698	62		
Total expenditure.....			14,614,495	35
Classification of expenditure in general—				
Capital account.....	7,063,338	56		
Income account.....	5,421,190	69		
Revenue account.....	2,129,966	10		
			14,614,495	35
Classification of expenditure by accounts—				
Railways—				
Capital expenditure.....			315,943	52
Income expenditure, general.....			425,592	37
Canals—				
Capital expenditure.....			6,747,395	04
Income expenditure.....	457,510	91		
Income expenditure, general.....	22,388	79		
			479,899	70
Revenue expenditure, staff.....	980,094	21		
Revenue expenditure, staff, general.....	137,004	29		
			1,117,098	50
Revenue expenditure, repairs.....	942,056	20		
Revenue expenditure, repairs, general.....	70,811	40		
			1,012,867	60
General expenditure, income account.....			4,515,698	62
Total expenditure.....			14,614,495	35

REVENUE

GENERAL STATEMENT of the Revenue received during the Year ending March 31, 1924

	\$	cts.
Canals—		
Welland Canal.....	70,043	25
“ “ Port Colborne elevator.....	355,627	07
Welland ship canal.....	8,143	07
Williamsburg canal.....	1,761	10
Cornwall canal.....	37,999	76
Beauharnois canal.....	15,471	94
Lachine canal.....	215,979	90
Chambly canal.....	912	24
Rideau canal.....	14,201	48
Trent canal.....	175,268	85
Sault Ste. Marie canal.....	118	00
Carillon and Grenville canal.....	854	00
Soulanges canal.....	3,716	60
St. Anne's lock.....	197	00
Chats Falls canal.....	1	00
St. Peters canal.....	41	00
Murray canal.....	239	00
Total.....	900,575	26

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EXPENDITURE on Government and Other Railways for Fiscal Year ending
March 31, 1924

	Capital	Income	Revenue	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Canadian Government Railways—</i>				
Intercolonial Railway.....	7,611 73			7,611 73
Prince Edward Island Railway.....	196,417 63			196,417 63
National Transcontinental Railway.....	5,005 57			5,005 57
Salisbury and Albert Railway.....	9,390 41			9,390 41
St. Martin's Railway.....	6,219 52			6,219 52
Elgin and Havelock Railway.....	3,530 00			3,530 00
York and Carleton Railway.....	1,953 65			1,953 65
Caraguet and Gulf Shore Railway.....	10,050 00			10,050 00
Lotbiniere and Megantic Railway.....	8,400 00			8,400 00
Cape Breton Railway (extension).....	4,520 54			4,520 54
Hudson Bay Railway.....	183,250 35			183,250 35
Canadian Government Railways—Miscellaneous Railway Equipment—Rolling stock	46,888 43			46,888 43
Total.....	291,321 59			291,321 59
Railway Commission, maintenance.....		223,723 18		223,723 18
Railway Commission, statutory.....		57,388 86		57,388 86
Surveys and inspections.....		57,380 66		57,380 66
Railway grade crossing.....		44,439 94		44,439 94
Governor General's cars.....		42,659 73		42,659 73
Hudson Bay Railway—Port Nelson terminals	24,621 93			24,621 93
Total.....	24,621 93	425,592 37		450,214 30
Grand total of railways.....	315,943 52	425,592 37		741,535 89
MISCELLANEOUS				
Canada Highways Act, Chapter 54, 1919.....		4,066,210 14		4,066,210 14
Vote No. 479, deferred adjustment of military pay.....		57,938 47		57,938 47
Canada Highways Commission.....		62,826 46		62,826 46
Printing and Stationery, Outside Service.....		4,285 36		4,285 36
Retirement Act, 1920, Superannuation No. 4.....		19,627 67		19,627 67
Vote No. 480, to provide for full and final settlement of claim of Telesphore Paradis.....		15,000 00		15,000 00
Canadian Government Railways—To supplement pension allowance.....		47,386 79		47,386 79
Workmen's Compensation Act, Chapter 15, Statutes of Canada, 1918.....		242,044 72		242,044 72
Miscellaneous works not provided for.....		379 01		379 01
		4,515,698 62		4,515,698 62

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EXPENDITURE on Canals for Fiscal Year ended March 31, 1924

Name of Canal	Chargeable to		Chargeable to Revenue		Total
	Capital	Income	Staff	Repairs	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Beauharnois.....	660 97				660 97
Carillon and Grenville.....			31,855 07	36,843 11	68,698 18
Chambly.....		10,435 14	45,373 14	63,203 14	119,011 42
Cornwall.....			87,188 95	73,842 14	161,031 09
Lachine.....		46,053 69	120,180 62	190,327 85	356,562 16
Murray.....			7,715 09	5,172 71	12,887 80
Rideau.....		8,520 97	77,385 67	110,610 15	196,516 69
St. Anne's lock.....		15,564 51	7,948 32	5,839 38	29,352 21
St. Ours.....			5,560 96	9,683 72	15,244 68
Soulanges.....		130,898 91	47,682 19	90,079 53	268,660 63
St. Peters.....		580 77	5,610 98	2,525 33	8,717 08
Sault Ste. Marie.....		4,876 73	39,068 46	38,756 46	82,701 65
St. Lawrence ship canal.....	50,000 00				50,000 00
Trent.....	156,128 50	129,915 85	113,913 78	88,245 63	488,203 76
Welland.....	76,414 96	70,191 75	347,950 65	195,602 11	690,159 47
Welland ship.....	6,465,512 55				6,465,512 55
Williamsburg.....		40,472 59	42,660 43	31,324 94	114,457 96
	6,747,395 04	457,510 91	980,094 21	942,056 20	9,127,056 36
GENERAL ON CANALS					
Dredge vessels, Quebec canals.....			28,387 82	16,933 98	45,321 80
Dredge vessels, Rideau canal.....				29,183 67	29,183 67
Sunday labour.....			72,353 75		72,353 75
Surveys and inspections.....		14,266 95			14,266 95
QUEBEC CANALS					
Maintenance.....			32,099 68		32,099 68
Hungry Bay and St. Barbe dykes.....				24,693 75	24,693 75
MISCELLANEOUS					
Civil Service Amendment Act gra- tuities to dependents of deceased employees.....		8,121 84			8,121 84
Compassionate allowance to John Doris.....			1,000 00		1,000 00
Canals revenue.....			3,163 04		3,163 04
Total.....		22,388 79	137,004 29	70,811 40	230,204 48
Grand total.....	6,747,395 04	479,899 70	1,117,098 50	1,012,867 60	9,357,260 84

RECAPITULATION OF EXPENDITURE

	Capital	Income	Revenue	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure on railways.....	315,943 52	425,592 37		741,535 89
Expenditure on canals.....	6,747,395 04	479,899 70	2,129,966 10	9,357,260 84
Miscellaneous expenditure, general.....		4,515,698 62		4,515,698 62
	7,063,338 56	5,421,190 69	2,129,966 10	14,614,495 35

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EXPENDITURE on Canals to March 31, 1924

CAPITAL ACCOUNT

	Previous Years		1923-24		Total	
	\$	cts.	\$	cts.	\$	cts.
Beauharnois.....	1,636,690	26	660	97	1,636,029	29
Carillon and Grenville.....	4,191,756	51			4,191,756	51
Chambly.....	780,996	52			780,996	52
Cornwall.....	7,246,304	21			7,246,304	21
Culbute lock and dam.....	382,391	46			382,391	46
Lachine.....	14,132,684	80			14,132,684	80
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.....	4,214,263	99			4,214,263	99
Sault Ste. Marie.....	4,935,809	42			4,935,809	42
Soulanges.....	7,904,044	53			7,904,044	53
St. Anne's lock.....	1,170,215	63			1,170,215	63
St. Lawrence river canals—						
North channel.....	1,995,142	87			1,995,142	87
River reaches.....	483,830	20			483,830	20
Galops channel.....	1,039,895	65			1,039,895	65
St. Lawrence ship canal.....	45,145	74	50,000	00	95,145	74
St. Ours.....	127,228	56			127,228	56
St. Peter's.....	648,547	14			648,547	14
Tay.....	489,599	23			489,599	23
Trent.....	19,019,673	79	156,128	50	19,175,802	29
Welland.....	29,406,405	93	76,414	96	29,482,820	89
Welland ship.....	34,396,943	27	6,465,512	55	40,862,455	82
Williamsburg.....	1,334,551	80			1,334,551	80
Farran's Point.....	877,090	57			877,090	57
Galops.....	6,143,468	11			6,143,468	11
Rapide Plat.....	2,159,880	80			2,159,880	80
Total.....	146,385,590	52	6,747,395	04	153,132,985	56
Canals general.....	34,966	69			34,966	69
Grand total.....	146,420,557	21	6,747,395	04	153,167,952	25

INCOME ACCOUNT

	Previous Years		1923-24		Total	
	\$	cts.	\$	cts.	\$	cts.
Baie Verte.....	44,387	53			44,387	53
Beauharnois.....	265,810	84			265,810	84
Carillon and Grenville.....	456,809	11			456,809	11
Chambly.....	850,426	32	10,435	14	860,861	46
Cornwall.....	637,119	09			637,119	09
Culbute lock and dam.....	60,923	37			60,923	37
Lachine.....	1,786,782	29	46,053	69	1,832,835	98
Lake St. Francis.....	27,028	08			27,028	08
Murray.....	101,457	76			101,457	76
Rideau.....	698,905	32	8,520	97	707,426	29
Sault Ste. Marie.....	316,098	04	4,876	73	320,974	77
Soulanges.....	323,305	80	130,898	91	454,204	71
St. Ann's lock.....	102,453	62	15,564	51	118,018	13
St. Lawrence river and canals.....	128,298	11			128,298	11
St. Ours.....	178,366	58			178,366	58
St. Peter's.....	735,550	22	580	77	736,130	99
Tay.....	748	65			748	65
Trent.....	2,076,524	64	129,915	85	2,206,440	49
Welland.....	2,986,630	67	70,191	75	3,056,822	42
Williamsburg.....	355,702	84	40,472	59	396,175	43
Total.....	12,133,328	88	457,510	91	12,590,839	79
Canals general.....	943,567	77	22,388	79	965,956	56
Grand total.....	13,076,896	65	479,899	70	13,556,796	35

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REVENUE ACCOUNT—STAFF

Canals	Previous Years		1923-1924		Total	
	\$	cts.	\$	cts.	\$	cts.
Beauharnois.....	649,574	89			649,574	89
Carillon and Grenville.....	986,683	84	31,885	07	1,018,568	91
Chambly.....	1,232,232	14	45,373	14	1,277,605	28
Cornwall.....	2,167,006	64	87,188	95	2,254,195	59
Culbute lock and dam.....	11,507	48			11,507	48
Lachine.....	3,448,684	53	120,180	62	3,568,865	15
Murray.....	182,253	99	7,715	09	189,969	08
Rideau.....	2,154,629	87	77,355	57	2,232,015	44
Sault Ste. Marie.....	618,972	47	39,068	46	658,040	93
Soulanges.....	787,868	73	47,682	19	835,550	92
St. Anne's lock.....	149,267	35	7,948	32	157,215	67
St. Ours.....	148,218	61	5,560	96	153,779	57
St. Peter's.....	148,573	34	5,610	98	154,184	32
Trent.....	1,136,986	20	113,913	78	1,250,899	98
Welland.....	6,335,340	36	347,950	65	6,683,291	01
Williamsburg.....	902,306	20	42,660	43	944,966	63
Total.....	21,060,106	64	980,094	21	22,040,200	85
Canals general.....	2,759,040	30	137,004	29	2,896,044	59
Grand Total.....	23,819,146	94	1,117,098	50	24,936,245	44

REVENUE ACCOUNT—REPAIRS

Canals	Previous Years		1923-24		Total	
	\$	cts.	\$	cts.	\$	cts.
Beauharnois.....	525,691	23			525,691	23
Carillon and Grenville.....	710,513	56	36,843	11	747,356	67
Chambly.....	1,260,475	60	63,203	14	1,323,678	74
Cornwall.....	1,369,255	28	73,842	14	1,443,097	42
Culbute lock and dam.....	7,036	15			7,036	15
Lachine.....	3,098,697	15	190,327	85	3,289,025	00
Murray.....	128,728	85	5,172	71	133,901	56
Rideau.....	2,495,572	59	110,610	15	2,606,182	74
Sault Ste. Marie.....	546,114	93	38,756	46	584,871	39
Soulanges.....	999,349	60	90,079	53	1,089,429	13
St. Anne's lock.....	172,001	42	5,839	38	177,840	80
St. Ours.....	141,086	70	9,683	72	150,770	42
St. Peter's.....	45,566	30	2,525	23	48,091	63
Trent.....	1,132,287	42	88,245	63	1,220,533	05
Welland.....	4,631,696	87	195,602	11	4,827,298	98
Williamsburg.....	778,006	82	31,324	94	809,331	76
Total.....	18,042,080	47	942,056	20	18,984,136	67
Canals general.....	807,063	14	70,811	40	877,874	54
Grand total.....	18,849,143	61	1,012,867	60	19,862,011	21

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TOTAL EXPENDITURE by Canals to March 31, 1924

Canals	Capital	Income	Revenue		Total
			Staff	Repairs	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....		44,387 53			44,387 53
Beauharnois.....	1,636,029 29	265,810 84	649,574 89	525,691 23	3,077,106 25
Carillon and Grenville.....	4,191,756 51	456,809 11	1,018,538 91	747,356 67	6,414,461 20
Chambly.....	780,996 52	860,861 46	1,277,605 28	1,323,678 74	4,243,142 00
Cornwall.....	7,246,304 21	637,119 09	2,254,195 59	1,443,097 42	11,580,716 31
Culbute lock and dam.....	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine.....	14,132,684 80	1,832,835 98	3,568,865 15	3,289,025 00	22,823,410 93
Lake St. Francis.....	75,906 71	27,028 08			102,934 79
Lake St. Louis.....	298,176 11				298,176 11
Murray.....	1,248,946 71	101,457 76	189,969 08	133,901 56	1,674,275 11
Rideau.....	4,214,263 99	707,426 29	2,232,015 44	2,606,182 74	9,759,888 46
Sault Ste. Marie.....	4,935,809 42	320,974 77	658,040 93	584,871 29	6,499,696 51
Soulanges.....	7,904,044 53	454,204 71	835,550 92	1,089,429 13	10,283,229 29
St. Anne's Lock.....	1,170,215 63	118,018 13	157,215 67	177,840 80	1,623,290 23
St. Lawrence river canals—					
North channel.....	1,995,142 87				
River reaches.....	483,830 20	128,298 11			3,647,166 83
Galops channel.....	1,039,895 65				
St. Lawrence ship canal.....	95,145 74				95,145 74
St. Ours.....	127,228 56	178,366 58	153,779 57	150,770 42	610,145 13
St. Peters.....	648,547 14	736,130 99	154,184 32	48,091 63	1,586,954 08
Tay.....	489,599 23	748 65			490,347 88
Trent.....	19,175,802 29	2,206,440 49	1,250,899 98	1,220,533 05	23,853,675 81
Welland.....	29,482,820 89	3,056,822 42	6,683,291 01	4,827,298 98	44,050,233 30
Welland ship.....	40,862,455 82				40,862,455 82
Williamsburg.....	1,334,551 80				
Farran's Point.....	877,090 57	396,175 43	944,966 63	809,331 76	12,665,465 10
Galops.....	6,143,468 11				
Rapide Plat.....	2,159,880 80				
Total.....	153,132,985 56	\$12,590,839 79	22,040,200 85	18,984,136 67	206,748,162 87
Canals general.....	34,966 69	965,956 56	2,896,044 59	877,874 54	4,774,842 38
Grand total.....	153,167,952 25	13,556,796 35	24,936,245 44	19,862,011 21	211,523,005 25

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STATEMENT OF CANALS REVENUE FOR YEAR ENDING MARCH 31, 1924

Division	Dues	Rents	Total
	\$ cts.	\$ cts.	\$ cts.
<i>Welland Canal—</i>			
Port Colborne.....	836 60	20,828 19	21,664 79
Port Colborne elevator.....	355,627 07		355,627 07
Port Dalhousie.....	381 86	47,996 60	48,378 46
Total.....	356,845 53	68,824 79	425,670 32
<i>Welland Ship Canal.....</i>		8,143 07	8,143 07
<i>St. Lawrence Canals—</i>			
Coteau Landing, Beauharnois canal.....		15,471 94	15,471 94
Coteau Landing, Soulanges canal.....	12 00	3,704 60	3,716 60
Cornwall canal.....	1,121 26	36,878 50	37,999 76
Cardinal, Williamsburg.....	10 00	1,751 10	1,761 10
Lachine canal, Montreal.....	21,887 41	189,346 03	211,233 44
Lachine canal, Lachine.....	4,730 46	16 00	4,746 46
Total.....	27,761 13	247,168 17	274,929 30
<i>Chambly Canal—</i>			
Chambly canal.....		767 24	767 24
St. Ours.....		60 00	60 00
St. Johns.....	8 00	77 00	85 00
Total.....	8 00	904 24	912 24
<i>Ottawa River Canals—</i>			
Carillon and Grenville—			
Grenville canal.....		19 00	19 00
Carillon canal.....		835 09	835 00
St. Anne's lock.....	44 00	153 00	197 00
Chat Falls canal.....		1 00	1 00
Total.....	44 00	1,008 00	1,052 00
<i>Rideau Canal—</i>			
Ottawa.....	371 00	12,204 15	12,575 15
Kingston Mills.....		655 89	655 89
Smiths Falls.....	75 00	895 44	970 44
Total.....	446 00	13,755 48	14,201 48
<i>St. Peters Canal.....</i>		41 00	41 00
<i>Murray Canal.....</i>		239 00	239 00
<i>Trent Canal.....</i>	53 00	175,215 85	175,268 85
<i>Sault Ste. Marie.....</i>		118 00	118 00
Grand total.....	385,157 66	515,417 60	900,575 26
Net amount deposited to the credit of the Receiver General.....			900,575 26

STATEMENT OF Hydraulic and Other Rents Showing Rent Accrued, Paid and Balances Due March 31, 1924

Balance due April 1, 1923	Hydraulic and other Rents accrued	Lock House Rents	Totals	Canals	Abatement for Refunds	Deposited to credit of Receiver General		Balance due Mar. 31, 1924	Totals
						Lock House Rents	Hydraulic Rents		
\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
51,361 65	66,011 30	2,316 00	119,688 95	Welland.....	11,235 32	2,501 50	66,323 29	39,628 84	119,688 95
3,678 63	164 40	7,934 07	8,777 10	Welland Ship.....	46 00	7,972 07	171 00	588 03	8,777 10
3,308 00	2,405 10	198 00	5,911 10	Williamsburg.....	850 00	216 00	1,535 10	3,310 00	5,911 10
135 00	37,013 50		37,148 50	Cornwall.....	135 00		36,878 50	135 00	37,148 50
1,775 84	14,108 60		15,884 44	Beauharnois.....	412 50		15,471 94		15,884 44
9,322 88	194,212 30	107 00	203,642 18	Lachine.....	1,354 97	124 00	189,238 03	12,925 18	203,642 18
53 00	221 24	629 00	903 24	Chambly.....		684 00	220 24	1 00	903 24
10,449 75	10,429 35	2,123 00	23,002 10	Rideau.....		2,123 00	11,632 48	9,246 62	23,002 10
117,322 30	91,148 39	1,897 23	210,367 92	Trent.....	10,495 11	2,043 23	173,172 62	24,656 96	210,367 92
	118 00		118 00	Sault Ste. Marie.....			118 00		118 00
13 00	671 00	170 00	854 00	Carillon and Grenville.....		183 00	671 00		854 00
53 00	3,343 60	308 00	3,704 60	Soulanges.....		336 00	3,368 60		3,704 60
10 00	33 00	110 00	153 00	St. Anne's Lock.....		120 00	33 00		153 00
	1 00		1 00	Chats Falls.....			1 00		1 00
	41 00		41 00	St. Peters.....			41 00		41 00
	14 00	225 00	239 00	Murray.....		225 00	14 00		239 00
194,483 05	419,935 78	16,017 30	630,436 13		24,528 90	16,527 80	498,889 80	90,489 63	630,436 13

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WELLAND SHIP CANAL—Amounts Expended on Construction to March 31, 1924

	Year ending	Capital
		\$ cts.
Government expenditure.....	1914	994,257 60
" ".....	1915	4,074,200 69
" ".....	1916	4,892,105 15
" ".....	1817	3,513,769 82
" ".....	1918	1,235,046 59
" ".....	1919	1,823,875 96
" ".....	1920	3,499,963 35
" ".....	1921	5,070,297 57
" ".....	1922	4,279,815 61
" ".....	1923	4,776,393 84
Less sale of materials.....	7,192,506 60 726,994 05	1924 6,465,512 55
Total.....		40,625,238 73

Expenditure as above.....\$40,625,238 73

To which add the preliminary expenditure for surveys,
borings, etc., charged to Welland canal capital as follows:—

1905-06.....	\$13,231 97
1906-07.....	10,825 27
1907-08.....	8,300 34
1908-09.....	19,993 37
1909-10.....	9,979 91
1910-11.....	21,229 35
1911-12.....	23,138 60
1912-13.....	112,890 92
1915-16.....	17,627 36
	237,217 09

Total cost of Welland ship canal to March 31, 1924.....\$40,862,455 82

HUDSON BAY RAILWAY AND PORT NELSON TERMINALS—Expenditure to
March 31, 1924

	Year ending	Hudson Bay Railway	Port Nelson Terminals	Total
		\$ cts.	\$ cts.	\$ cts.
Government expenditure.....	1909	92,427 83		92,427 83
" ".....	1910	53,042 63		53,042 63
" ".....	1911	184,149 81		184,149 81
" ".....	1912	159,632 00		159,632 00
" ".....	1913	1,009,024 52	90,038 63	1,099,063 15
" ".....	1914	3,071,631 22	1,427,086 03	4,498,717 25
" ".....	1915	3,256,074 39	1,517,669 60	4,773,743 99
" ".....	1916	2,983,425 47	1,905,706 30	4,889,131 77
" ".....	1917	1,792,190 39	812,089 55	2,604,279 94
" ".....	1918	1,288,789 61	590,909 39	1,879,699 00
" ".....	1919	641,318 69	78,760 89	562,557 80
" ".....	1920	247,153 67	11,545 19	255,608 48
" ".....	1921		121,063 71	121,063 71
" ".....	1922	61,563 43	34,769 87	96,333 30
" ".....	1923	13,824 94	27,802 56	41,627 50
" ".....	1924	183,250 35	24,621 93	207,872 28
		14,543,191 61	6,242,414 45	20,785,606 06

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QUEBEC BRIDGE—Amounts expended on Construction

	Year ending	Capital	Income
		\$ cts.	\$ cts.
Government expenditure.....	1909		422,867 12
" ".....	1910		111,788 02
" ".....	1911	227,563 40	
" ".....	1912	603,293 07	
" ".....	1913	1,512,825 96	
" ".....	1914	2,604,105 61	
" ".....	1915	2,816,305 10	
" ".....	1916	2,746,813 70	
" ".....	1917	2,733,677 00	
" ".....	1918	931,278 01	
" ".....	1919	656,761 79	
" ".....	1920	880 65	
" ".....	1921		24,555 50
" ".....	1923	344 70	
		14,831,398 29	559,210 64
Less amount received from Phoenix Bridge Co.....			100,000 00
		14,831,398 29	459,210 64

Capital expenditure as above..... \$ 14,831,398 29

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

Add amounts paid by the Finance Department not included above—

Amount guaranteed by Act of 1903, Chapter 54..... \$ 6,424,781 00

Amount paid to the province of Quebec..... 250,000 00

Amount paid to the city of Quebec..... 300,000 00

Amount paid to Emile Tanguay, as per Supreme Court award..... 485 20

6,975,266 20

Less amount received from the Phoenix Bridge Co..... \$ 21,806,664 49

100,000 00

To which add the expenditure under income, 1909, 1910 and 1921..... \$ 559,210 64

Add also amount paid for subsidies in 1901, 1902 and 1903..... 374,353 33

933,563 97

Total expenditure to March 31, 1924..... \$ 22,640,228 46

IMPERIAL GOVERNMENT ACCOUNT.—Statement of Expenditure to March 31, 1924, in connection with the lifting of rails for the use of the Imperial Government; all costs, damages and expenses to be borne by His Majesty's Government in England; per Order in Council dated Ottawa, December 19, 1916.

Expenditure fiscal year 1916-17.....	\$	393,053 86
" " 1917-18.....		3,603,279 05
" " 1918-19.....		178,680 85
" " 1919-20.....		348,103 36
" " 1920-21.....		777,814 83
" " 1921-22.....		134,679 65
" " 1922-23.....		150,734 19
" " 1923-24.....		1,420,977 26
	\$	6,705,854 67
Less payments by the Imperial Government—		
Fiscal year 1921-22.....	\$	1,356,615 62
" 1923-24.....		5,349,239 05
		6,705,854 67

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CANADA HIGHWAYS ACT.—Aid Granted to the Various Provinces Toward the Improvement of Highways

PROJECTS UNDER SUBSIDY AGREEMENT TO MARCH 31, 1924

Province	Number of Agreements	Mileage	Estimated Subsidizable Cost	Estimated Dominion Aid, 40%	Allocation under the Act
			\$ cts.	\$ cts.	\$ cts.
Prince Edward Island.....	59	582-430	1,539,682 04	615,872 81	603,455 00
Nova Scotia.....	53	460-300	3,637,992 10	1,455,196 83	1,468,720 00
New Brunswick.....	19	1,237-200	2,950,600 00	1,180,240 00	1,163,845 00
Quebec.....	142	928-2258	10,897,460 30	4,358,984 13	4,748,420 00
Ontario.....	39	637-791	13,424,318 54	5,369,727 42	5,877,275 00
Manitoba.....	42	1,455-010	3,812,201 35	1,524,880 54	1,602,265 00
Saskatchewan.....	60	1,913-991	4,243,600 52	1,697,440 20	1,806,255 00
Alberta.....					1,477,810 00
British Columbia.....	22	368-746	3,149,263 71	1,259,705 47	1,251,955 00
Total.....	436	7,583-6938	43,655,118 56	17,462,047 40	20,000,000 00

EXPENDITURE UNDER CANADA HIGHWAYS ACT TO MARCH 31, 1924

Province	1920-21	1921-22	1922-23	1923-24	Total
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Prince Edward Island.....	40,264 79	103,493 93	106,277 01	124,079 40	374,115 13
Nova Scotia.....		486,412 69	811,068 94	97,347 82	1,394,829 45
New Brunswick.....		438,303 74	371,973 01	297,202 60	1,107,479 35
Quebec.....	113,189 66	427,028 33	1,143,879 51	1,117,065 68	2,801,163 18
Ontario.....	295,100 00	1,031,229 01	2,047,918 28	1,377,440 88	4,751,688 17
Manitoba.....		351,740 74	165,547 47	557,372 32	1,074,660 53
Saskatchewan.....		193,773 29	544,820 71	360,130 31	1,098,724 31
Alberta.....					
British Columbia.....	86,446 52	367,026 47	662,910 88	135,571 13	1,251,955 00
Total.....	535,000 97	3,399,008 20	5,854,395 81	4,066,210 14	13,854,615 12

EMPLOYEES' COMPENSATION ACT—CHAPTER 15, 1918.—Number of Claims on which Payments were made, and Amount Disbursed in Compensation, Medical Aid and Pensions, Fiscal Year 1923-1924.

NOVA SCOTIA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid Only	Pension	Total	
					\$ cts.
Marine and Fisheries.....	1			1	12 27
National Defense.....	5		2	7	1,080 21
Public Works.....	9			9	661 35
Railways and Canals Canadian Government Railways.....	175		31	206	22,750 36
Totals.....	190		33	223	24,504 19

NOTE.—No Medical Aid paid by the Nova Scotia Board.

NEW BRUNSWICK BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid Only	Pension	Total	
					\$ cts.
Marine and Fisheries.....	4	1	2	7	329 28
National Defense.....	2			2	174 58
Post Office.....			2	2	900 00
Public Works.....	5			5	429 29
Railways and Canals Canadian Government Railways.....	635	47	70	752	69,441 77
Totals.....	646	48	74	768	71,274 92

ONTARIO BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid Only	Pension	Total	
					\$ cts.
Agriculture.....			1	1	637 29
Interior.....	1		1	2	552 00
Marine and Fisheries.....	4		9	13	5,917 75
National Defense.....	7	1	4	12	1,376 53
Public Works.....	23	1	8	32	7,580 99
Public Printing and Stationery.....			1	1	5 33
Railways and Canals Canadian Government Railways.....	180	186	22	388	40,065 75
Canals.....	23	15	25	63	15,471 53
Soldiers' Civil Re-Establishment.....	11		8	19	3,149 08
Trade and Commerce.....	6			6	247 32
Totals.....	255	203	79	537	74,992 91

MANITOBA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid Only	Pension	Total	
					\$ cts.
Interior.....			1	1	300 00
Marine and Fisheries.....		1	1	2	402 00
Post Office.....		1		1	27 75
Public Works.....	1		3	4	1,105 81
Railways and Canals Canadian Government Railways.....	292	288	12	592	37,657 47
Totals.....	293	290	17	600	39,493 03

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ALBERTA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid Only	Pension	Total	
					\$ cts.
Agriculture.....			1	1	510 00
Indian Affairs.....	1	1	1	3	466 08
Interior.....	25	28	2	55	2,801 61
Mines.....			1	1	420 00
Trade and Commerce.....	2	4		6	198 72
Totals.....	28	33	5	66	4,396 41

BRITISH COLUMBIA BOARD

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid Only	Pension	Total	
					\$ cts.
Customs and Excise.....	1	1		2	222 46
Indian Affairs.....		1		1	9 00
Interior.....	6	3	1	10	2,274 12
Marine and Fisheries.....	9	9	5	23	8,231 85
Marine Biological Board of Canada.....		1		1	16 50
National Defense.....	1	2		3	1,012 11
Post Office.....	6	2		8	64 50
Public Works.....	16	20	2	38	3,759 74
Soldier's Civil Re-Establishment.....	2	1		3	113 72
Trade and Commerce.....	3	2		5	626 58
Totals.....	44	42	8	94	16,330 58
Credits due to adjustments in connection with capitalization of pension awards.....					25,079 92
					8,729 84

PROVINCE OF QUEBEC AND MISCELLANEOUS

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid Only	Pension	Total	
					\$ cts.
Marine and Fisheries.....	10			10	10,039 59
National Defense.....	1			1	2,500 00
Railways and Canals Canadian Government Railways.....	55			55	12,391 06
Totals.....	66			66	24,930 65

SUMMARY

Department	Number of Claims				Disbursements
	Compensation and Medical Aid	Medical Aid Only	Pension	Total	
					\$ cts.
Agriculture.....			2	2	1,147 29
Customs and Excise.....	1	1		2	222 46
Indian Affairs.....	1	2	1	4	475 08
Interior.....	32	31	5	68	5,927 73
Marine and Fisheries.....	28	11	17	56	24,932 74
Marine Biological Board of Canada.....		1		1	16 50
Mines.....			1	1	420 00
National Defense.....	16	3	6	25	6,143 43
Post Office.....	6	3	2	11	992 25
Public Works.....	54	21	13	88	13,537 18
Public Printing and Stationery.....			1	1	5 53
Railways and Canals Canadian Government Railways.....	1,337	521	135	1,993	182,306 41
Canals.....	23	15	25	63	15,471 53
Soldier's Civil Re-Establishment.....	13	1	8	22	3,262 80
Trade and Commerce.....	11	6		17	1,072 62
Totals.....	1,522	616	216	2,354	255,922 69
Credits due to adjustments in connection with Capitalization of Pension Awards by the British Columbia Board.....					25,059 92
					230,862 77

EMPLOYEES COMPENSATION ACT,—CHAPTER 15—1918

STATEMENT OF EXPENDITURE

TO MARCH 31ST, 1923

Board	Dominion expenditure including amounts advanced	Disbursements under the Act				Balance on deposit
		Compensation pensions etc.	Proportion administrative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	87,152 56	66,388 12	8,128 14		74,516 26	12,636 30
New Brunswick.....	217,099 51	184,952 01	23,737 35		208,689 36	8,410 15
Ontario.....	166,627 18	142,161 83	5,769 50		147,931 33	18,695 85
Manitoba.....	97,642 34	80,381 55	15,111 00	493 00	94,994 55	2,647 79
Alberta.....	37,098 18	12,403 40	2,661 81	2,778 02	12,287 19	24,810 99
British Columbia.....	55,000 00	48,139 75	2,957 22	2,784 95	48,312 02	6,687 98
Province of Quebec and miscellaneous.....	125,650 59	125,650 59			125,650 59	
Totals to March 31st, 1923..	786,270 36	660,077 25	58,365 02	6,050 97	712,381 30	73,889 06

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YEAR 1923-1924

Board	Actual expenditure	Disbursements under the Act				Balance on deposit
		Compen- sation pensions etc.	Proportion adminis- trative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	20,968 58	25,504 19	9,090 66	.....	33,594 85	12,626 27
New Brunswick.....	80,312 09	71,274 92	8,046 57	.....	79,321 49	990 60
Ontario.....	70,978 10	74,992 91	840 62	.....	74,152 29	3,174 19
Manitoba.....	44,855 30	39,493 03	4,219 40	50	43,712 93	1,142 37
Alberta.....	.....	4,396 41	431 22	1,886 69	3,440 94	3,440 94
British Columbia.....	.....	8,729 34	407 67	1,637 21	9,958 88	9,958 88
Province of Quebec and miscellaneous.....	24,930 65	24,930 65	.....	.....	24,930 65	.....
Totals, year 1923-1924.....	242,044 72	230,862 77	21,354 90	3,023 40	249,194 27	7,149 55

TO MARCH 31st, 1924

Board	Actual expenditure	Disbursements under the Act				Balance on deposit
		Compen- sation pensions etc.	Proportion adminis- trative expenses	Interest	Total	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Nova Scotia.....	108,121 14	90,892 31	17,218 80	.....	108,111 11	10 03
New Brunswick.....	297 411 60	256,226 93	31,783 92	.....	288,010 85	9,400 75
Ontario.....	237,605 28	217,154 74	4,928 88	.....	222,083 62	15,521 66
Manitoba.....	142,497 64	119,874 58	19,330 40	497 50	138,707 48	3,790 16
Alberta.....	37,098 18	16,799 81	3,093 03	4,164 71	15,728 13	21,370 05
British Columbia.....	55,000 00	39,410 41	3,364 89	4,422 16	38,353 14	16,646 86
Province of Quebec and miscellaneous.....	150,581 24	150,581 24	.....	.....	150,581 24	.....
Totals to March 31st, 1924..	1,028,315 08	890,940 02	79,719 92	9,084 37	961,575 57	66,739 51

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**EXPENDITURE made from Capital Appropriations Relative to Railways during
Fiscal Year ending March 31, 1924**

	Previous years		Year ending Mar. 31, 1924		Total	
	\$	cts.	\$	cts.	\$	cts.
<i>Canadian Government Railways—</i>						
<i>Intercolonial Railway System—</i>						
Canada Eastern Railway.....	819,000	00			819,000	00
Cape Breton Railway.....	3,860,679	14			3,860,679	14
Drummond County Railway.....	1,464,000	00			1,464,000	00
Eastern Extension Railway.....	1,324,042	81			1,324,042	81
Montreal and European Railway.....	333,942	72			333,942	72
Oxford and New Glasgow Railway.....	1,949,063	21			1,949,063	21
Intercolonial Railway.....	136,810,939	26	7,611	73	136,818,550	99
Total.....	146,561,667	14	7,611	73	146,569,278	87
New Brunswick and Prince Edward Island Rail- way.....	861,847	83			861,847	83
Prince Edward Island Railway.....	13,080,256	86	196,417	63	13,276,674	49
International Railway of New Brunswick.....	2,963,021	87			2,963,021	87
National Transcontinental Railway.....	169,332,474	47	5,005	57	169,327,468	90
Moncton and Buetouche Railway.....	293,067	16			293,067	16
Salisbury and Albert Railway.....	447,038	01	9,390	41	437,647	60
St. Martin's Railway.....	308,265	16	6,219	52	302,045	64
Elgin and Havelock Railway.....	138,559	12	3,530	00	135,029	12
York and Carleton Railway.....	61,702	80	1,953	65	59,749	15
Quebec and Saguenay Railway.....	7,772,911	03			7,772,911	03
Caraquet and Gulf Shore Railway.....	721,817	38	10,050	00	711,767	38
Lotbiniere and Megantic Railway.....	368,408	39	8,400	00	360,008	39
Cape Breton Railway (extension).....	112,167	27	4,520	54	107,646	73
Hudson Bay Railway.....	14,359,941	26	183,250	35	14,543,191	61
Canadian Government Railways—Rolling stock..	35,952,930	98	46,888	43	35,906,042	55
b Quebec Bridge.....	*22,640,228	46			22,640,228	46
Total.....	415,976,305	19	291,321	59	416,267,626	78
<i>Other Railways and Miscellaneous—</i>						
Canadian Northern Railway.....	9,999,999	90			9,999,999	90
Annapolis and Digby Railway.....	660,683	09			660,683	09
a European and North American Railway.....	88,363	18			88,363	18
a Nova Scotia Railway.....	208,509	72			208,509	72
c Carleton Branch Railway.....	48,410	48			48,410	48
Canadian Pacific Railway.....	62,790,024	81			62,790,024	81
Hudson Bay Railway—Port Nelson Terminals...	6,217,792	52	24,621	93	6,242,414	45
Yukon Territory Works, Stikine—Teslin Railway	283,323	55			283,323	55
Governor General's cars.....	71,538	82			71,538	82
Miscellaneous expenditure.....	18,345	00			18,345	00
Total.....	496,363,296	26	315,943	52	496,679,239	78

a Amount paid between 1868 and 1873, inclusive, was transferred to Consolidated Fund.

b See Special Statement.

c This railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000.00 (Vic. Cap. 6).

* This figure agrees with Canadian National Railways Balance Sheet and includes \$7,808,830.17, expenditures by Dominion, under various authorities, in excess of expenditure under direct capital appropriations, of which \$6,875,266.20 is included by Finance Department in Schedule F Public Accounts, and the balance, \$933,563.97, is expenditure under Income, and subsidy appropriations. (See Quebec Bridge Statement.)

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GOVERNMENT EXPENDITURE RELATIVE TO RAILWAYS

RECAPITULATION of Expenditure and Revenue to March 31, 1924

	Capital	Revenue			Revenue received
		Compassionate and miscellaneous	Improvements and betterments	Working expenses	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation.....	13,881,460 65				
Since Confederation—					
1868 to 1890 inclusive.....	105,592,016 89	43,639 97		45,661,435 22	39,107,792 60
1890 to 1891.....	1,184,317 34			3,949,263 73	3,181,888 56
1891 to 1892.....	417,425 73			3,748,597 77	3,136,393 51
1892 to 1893.....	712,917 44			3,288,629 62	3,262,505 62
1893 to 1894.....	585,749 01			3,226,208 13	3,179,019 57
1894 to 1895.....	376,814 83			3,197,846 17	3,129,450 37
1895 to 1896.....	324,774 72			3,254,442 64	3,140,678 47
1896 to 1897.....	204,624 31			3,195,959 58	3,060,074 38
1897 to 1898.....	270,990 85	1,400 00		3,507,248 88	3,313,847 10
1898 to 1899.....	1,112,348 47			3,696,612 31	3,940,570 11
1899 to 1900.....	3,309,130 42			4,665,228 06	4,774,161 87
1900 to 1901.....	3,922,989 37			5,739,051 54	5,213,381 24
1901 to 1902.....	5,386,611 24			5,861,099 54	5,918,990 43
1902 to 1903.....	3,083,680 86			6,474,134 20	6,584,598 77
1903 to 1904.....	2,619,059 86			7,599,958 57	6,627,255 51
1904 to 1905.....	6,125,481 79			8,906,154 35	7,050,892 11
1905 to 1906.....	6,102,565 74			7,893,653 49	7,950,552 97
1906 to 1907.....	7,174,370 17			6,328,745 65	6,509,186 49
1907 to 1908.....	23,684,005 25			9,595,295 43	9,534,569 04
1908 to 1909.....	29,414,227 34			9,764,586 51	8,894,420 42
1909 to 1910.....	21,505,975 91			9,095,903 96	9,647,963 71
1910 to 1911.....	24,532,466 18	1,000 00		10,037,878 77	10,249,394 38
1911 to 1912.....	23,108,805 52	3,950 00		11,074,852 80	11,034,165 83
1912 to 1913.....	17,375,968 10	4,500 00		12,499,925 65	12,442,203 46
1913 to 1914.....	21,628,095 15	11,300 00		13,559,225 45	13,394,317 37
1914 to 1915.....	21,865,663 92	23,000 00		12,474,453 85	12,149,357 32
1915 to 1916.....	21,155,255 19	1,400 00	1,515,895 57	17,891,484 65	18,427,908 65
1916 to 1917.....	12,003,649 70	4,000 00	1,070,334 64	24,725,571 90	23,539,758 61
1917 to 1918.....	34,699,416 96	15,100 00		33,400,460 45	27,240,956 87
1918 to 1919.....	40,193,180 64	17,000 00		43,889,626 07	38,013,725 69
1919 to 1920.....	11,593,148 00	8,500 00		48,194,709 86	41,402,061 36
1920 to 1921.....	5,096,534 94	2,000 00		43,770,971 10	36,814,349 70
*1921 to 1922.....	4,553,638 03			6,326,800 47	
1922 to 1923.....	1,052,637 42			5,695,669 05	
1923 to 1924.....	315,943 52				
	474,060,666 62	136,789 97	2,586,230 21	442,191,685 42	391,866,392 09

Total amount of Capital Expenditure.....	\$ cts.
Cost of Quebec bridge to March 31, 1922.....	474,060,666 62
Miscellaneous expenditure in 1914.....	22,640,573 16
	496,719,239 78
Less amount received from the City of St. John, N.B., as purchase price of Carleton Branch Railway.....	40,000 00
	496,679,239 78

*Under authority of Item 341, Chapter 54, 1921, the receipts and revenues of the Canadian Government Railways were, from Jan. 1, 1921, applied by the management towards payment of working expenditures.

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II.—STATEMENT showing Subsidies paid to March 31, 1924

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922		Total
Authority	Amount			\$	cts.	
47 Vic., chap. 8	51,200 00		1 Albert Southern Railway, N.B.	50,460 00		50,460 00
52 " 3	—		2 Alberta Central Railway, Alta.	404,480 00		404,480 00
3-4 Geo. V. chap. 46	—		3 Algoma Central and Hudson Bay Ry., Ont.	2,048,704 00		2,048,704 00
62-3 Vic., chap. 7	—		4 Algoma Eastern Ry. Co., formerly Manitoulin and North Shore Ry. Co., Ontario	547,648 00		547,648 00
63-4 " 8	—		5 Atlantic and Lake Superior Ry., Quebec	163,418 19		163,418 19
1 Ed. VII. chap. 7	—		6 Atlantic and Northwestern Railway	3,732,000 00		3,732,000 00
9-10 " 51	—		7 Atlantic, Quebec and Western Ry. Co., Quebec	902,800 00		902,800 00
37 Vic., chap. 14	186,500 annually for 20 years...		8 Baie des Chaleurs Railway, Quebec	620,000 00		620,000 00
6 Ed. VII. chap. 43	—		9 Bay of Quinte Railway, Ontario, now Canadian National Ry.	141,722 45		141,722 45
9-10 " 51	—		10 Beauharnois Junction Railway, Quebec	62,400 00		62,400 00
46 Vic., chap. 25	—		11 Belleville and North Hastings Railway, Ontario ..	21,888 00		21,888 00
47 " 8	320,000 00		12 Brantford, Waterloo and Lake Erie Ry., Ontario ..	57,600 00		57,600 00
52 " 3	309,000 00		13 Brockville, Westport and Sault Ste. Marie Railway, Ontario, now Canadian National Ry.	140,800 00		140,800 00
—	—		14 Bruce Mines and Algoma Railway, Ontario	53,920 00		53,920 00
50-1 Vic., chap. 27	62,400 00		15 Buctouche and Moncton Railway, New Brunswick ..	101,600 00		101,600 00
56 " 4	—		16 Canada Atlantic Railway, Ontario	282,355 20		282,355 20
48-9 " 54	22,400 00		16½ Canada Central Ry., Alberta	175,000 00		175,000 00
49 " 19	—		17 Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry.	374,839 84		374,839 84
50-1 " 24	57,600 00		18 Canada and Gulf Terminal Ry. Co.	210,053 59		210,053 59
51-8 " 4	—		19 Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec	1,265,357 14		1,265,357 14
48-9 " 59	128,000 00		20 Canadian Northern Alberta Ry. Co., Alberta	3,120,000 00		3,120,000 00
49 " 10	19,200 00		21 Canadian Northern Ontario Ry. Co.	14,485,635 20		14,485,635 20
48-9 " 59	32,000 00		22 Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories	1,909,132 00		1,909,132 00
51 " 3	24,439 84		23 Canadian Northern Pacific Ry. Co., British Columbia	5,987,520 00		5,987,520 00
57-8 " 4	140,800 00		24 Canadian Northern Quebec Ry., formerly Chateaugay and Northern Ry., Quebec	391,819 75		391,819 75
62-3 " 7	35,200 00		25 Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass)	3,404,720 00		3,404,720 00
47 Vic., chap. 8	32,000 00		26 Canadian Pacific Ry. Co. (Dymont Branch)	22,336 00		22,336 00
49 " 10	57,600 00		27 Canadian Pacific Ry., Bridge at Edmonton, Alberta	126,000 00		126,000 00
52 " 3	22,400 00		28 Canadian Pacific Ry., Gimli to Icelandic River Bridge	80,032 00		80,032 00
53 " 2	48,000 00		29 Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch)	153,866 00		153,866 00
56 " 2	47,000 00		30 Can. Pac. Ry. Co., Moosejaw northwesterly	485,474 27		485,474 27
57-8 " 4	70,400 00		31 Can. Pac. Ry. Co., Bridge at Outlook	115,000 00		115,000 00
7-8 Ed. VII, c. 63	—		32 Can. Pac. Ry. Co. (Pheasant Hills Branch)	435,200 00		435,200 00
2 Geo. V. chap. 7	—		33 Can. Pac. Ry. Co. (Pipestone Branch)	160,000 00		160,000 00
3-4 " 10	—		34 Can. Pac. Ry. Co. (Revelstoke to Arrow Lake)	80,000 00		80,000 00
6-7 Ed. VII, c. 40	—		35 Can. Pac. Ry. Co. (Selkirk Branch)	83,200 00		83,200 00
7-8 " 63	—		36 Can. Pac. Ry. Co. (Staynerville Branch)	13,024 00		13,024 00
2 Geo. V. chap. 48	—		37 Can. Pac. Ry. Co. (Teulon to Icelandic River)	112,000 00		112,000 00
—	—		38 Can. Pac. Ry. Co. (Waskada Branch)	64,000 00		64,000 00
55-6 Vic., chap. 5	80,000 00		39 Can. Pac. Ry., Winnipeg to Gimli, Man.	34,522 43		34,522 43
4 Edw. VII, chap. 34	—					
6 " 43	—					
—	—					
7-8 Ed. VII, c. 63	—					

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II.—STATEMENT showing Subsidies paid to March 31, 1924—*Continued*

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922	Total
Authority	Amount			\$ cts.	\$ cts.
48-9 Vic., chap. 58	1,500,000 00	40	Canadian Pacific Extension.....	1,500,000 00	1,500,000 00
57-8 " 4	9,000 00	41	Cap de la Magdeleine Railway, Quebec.....	7,424 00	7,424 00
46 Vic., chap. 25	115,200 00	42	Cape Breton Extension Railway, Nova Scotia.....	196,800 00	196,800 00
47 " 8	76,800 00	43	Caraquet Railway, New Brunswick.....	224,000 00	224,000 00
50-1 " 24	32,000 00				
47 " 8					
51 " 3					
52 " 2	83,612 00	44	Central Railway, New Brunswick.....	226,012 54	226,012 54
53 " 3	142,400 00				
57-8 " 4	48,000 00				
61 " 1					
62-3 " 1		45	Central Railway of Canada, Quebec, now Canadian National Ry.....	30,145 02	30,145 02
2 Ed. VII, chap. 48	—				
46 Vic., chap. 2	1,525,250 00	46	Central Canada Railway.....	1,525,250 00	1,525,250 00
7 " 8		47	Central Ontario Railway Co., Ontario, now Canadian National Ry.....	205,862 79	205,862 79
6-7 Ed. VII, c. 40	—				
—	—	48	Coast Line of Nova Scotia (Halifax and Yarmouth Ry.), now Canadian National Ry.....	160,000 00	160,000 00
6 Ed. VII, chap. 43	—	49	Colechester Coal and Railway Co., Nova Scotia.....	12,800 00	12,800 00
53 Vic., chap. 2	112,000 00	50	Columbia and Kootenay Ry. Co., British Columbia.....	88,800 00	88,800 00
50-1 " 24	44,800 00	51	Cornwallis Valley Railway Co., Nova Scotia.....	44,800 00	44,800 00
52 " 24	44,800 00	52	Cumberland Railway and Coal Co., Nova Scotia.....	39,850 00	39,850 00
50-1 " 5	89,600 00				
5-6 " 24	22,400 00	53	Dominion Coal Company, Nova Scotia.....	87,808 00	87,808 00
50-1 " 24	96,000 00	54	Dominion Line Company, Quebec.....	15,360 00	15,360 00
52 " 3	14,400 00	55	Drummond County Railway, Quebec.....	423,936 00	423,936 00
53 " 2	76,800 00				
57-8 " 4	96,000 00	56	East Richelieu Valley Railway Co., Quebec (Quebec Montreal and Southern Ry.).....	69,952 00	69,952 00
3-4 Geo. V, chap. 46	—	57	Edmonton, Dunvegan and British Columbia Railway, Alberta.....	338,382 48	338,382 48
6-7 Ed. VII, c. 40	—	58	Edmonton, Yukon and Pacific Railway Co., Alberta, now Canadian National Ry.....	91,200 00	91,200 00
46 Vic., chap. 25	38,400 00	59	Elgin, Petitediac and Havelock Railway, N.B....	82,652 82	82,652 82
51 " 3	44,252 82	60	Erie and Huron Railway, Ontario.....	96,000 00	96,000 00
47 " 8	96,000 00				
47 " 6	750,000 00	61	Esquimalt and Nanaimo Railway, British Columbia.....	1,520,560 00	1,520,560 00
2 Geo. V, chap. 48	—	62	Fredericton and Grand Lake Railway Co., New Brunswick.....	216,576 00	216,576 00
52 Vic., chap. 3	30,000 00	63	Fredericton and St. Mary's Ry. Bridge Co., New Brunswick.....	30,000 00	30,000 00
60-61 " 4	500,000 00	64	Grand Trunk Ry. Co., Victoria Jubilee Bridge, Quebec.....	500,000 00	500,000 00
63 " 3		65	Grand Trunk, Georgian Bay and Lake Erie Ry., Ontario.....	39,744 00	39,744 00
56 " 2	48,000 00				
7-8 Ed. VII, c. 63	—	66	Grand Trunk Pacific Ry. Co.....	1,220,480 00	1,220,480 00
49 Vic., chap. 10	32,000 00	67	Great Eastern Railway, Quebec.....	40,345 00	40,345 00
50-1 " 24	96,000 00				
56 " 2	64,000 00	68	Guelph Junction Railway, Ontario.....	46,000 00	46,000 00
53 " 2	37,500 00	69	Gulf Shore Railway Company, New Brunswick.....	53,699 20	53,699 20
50-1 " 24	51,200 00	69½	Ha-Ha-Bay Railway Co., Quebec.....	231,462 00	231,462 00
57-8 " 4	—	70	Halifax and Southwestern Railway Co., Nova Scotia, now Canadian National Ry.....	1,238,450 93	1,238,450 93
9-10 Ed. VII, c. 51	—	71	Harvey Branch Railway Co., New Brunswick.....	5,553 57	5,553 57
50-1 Vic., chap. 24	9,600 00	72	Hereford Railway, Quebec.....	155,200 00	155,200 00
49 " 10	108,800 00	73	International Railway, Quebec.....	156,800 00	156,800 00
52 " 3	48,000 00				
46 " 25	156,800 00	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.....	726,080 00	726,080 00
53 " 3		75	Inverness Railway and Coal Co.....	368,545 97	368,545 97
7-8 Ed. VII, c. 63	—	76	Irondale, Bancroft and Ottawa Railway, Ontario, now Canadian National Ry.....	144,000 00	144,000 00
—	—	77	Joggins Railway, Nova Scotia.....	37,500 00	37,500 00
47 Vic., chap. 8	160,000 00				
52 " 3		78	Kettle Valley Ry., British Columbia.....	2,174,190 72	2,174,190 72
49 " 10	38,400 00				
50-1 " 24	4,000 00	79	Kingston, Napanee and Western Ry., formerly Napanee, Tamworth and Quebec Ry., Ontario, now Canadian National Ry.....	208,732 80	208,732 80
6 Ed. VII, chap. 43	—				
46 Vic., chap. 24	89,600 00	80	Kingston and Pembroke Ry., Ontario.....	48,000 00	48,000 00
49 " 10	70,000 00				
50-1 " 24	12,800 00				
52 " 3	32,000 00				
55-6 " 5	64,000 00				
47 Vic., chap. 8	48,000 00				

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II.—STATEMENT showing Subsidies paid to March 31, 1924—Continued

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922	Total
Authority	Amount				
	\$ cts.			\$ cts.	\$ cts.
6 Ed. VII, chap. 43	—	81	Klondike Mines Railway	197,184 00	197,184 00
2 " 48	—	82	Kootenay Central Ry. Co., British Columbia	1,065,856 00	1,065,856 00
50-1 Vic., chap. 23	118,400 00	83	Lake Erie and Detroit River Railway, Ontario	475,851 00	475,851 00
55-6 " 4	224,000 00	84	Lake Erie and Northern Ry. Co., Ontario	320,192 00	320,192 00
62-3 " 5	—	85	Lake Temiscamingue Colonization Ry., Quebec	310,335 95	310,335 95
2 Geo. V, chap. 48	—	86	L'Assomption Railway, Quebec	11,200 00	11,200 00
50-1 Vic., chap. 24	65,022 00	87	Laurentian Railway, now Canadian National Ry.	217,600 00	217,600 00
57-8 " 4	274,940 00	88	Leamington and St. Clair Ry., Ontario	51,200 00	51,200 00
49 " 10	11,200 00	89	Liverpool and Milton Ry., now Canadian National Ry.	32,000 00	32,000 00
50-1 " 24	217,600 00	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario	185,173 06	185,173 06
48-9 " 50	44,800 00	91	Lotbinière and Megantic Railway, Quebec	96,000 00	96,000 00
50-1 " 24	6,400 00	92	Maganetawan River Railway Co., Ontario	3,552 00	3,552 00
6-7 Ed. VII, c. 40	—	93	Maritime Coal and Railway Co.	3,200 00	3,200 00
45 Vic., chap. 14	—	94	Massawippi Valley Railway Co., Quebec	5,376 00	5,376 00
55-6 Vic., chap. 5	48,000 00	95	Midland Railway Co., Nova Scotia	339,060 40	339,060 40
57-8 " 4	48,000 00	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now Canadian National Ry.	125,760 00	125,760 00
7-8 Ed. VII, c. 63	—	97	Minudie Coal Co., Nova Scotia	18,544 00	18,544 00
3 Ed. VII, chap. 57	—	98	Montfort Colonization Railway, Quebec, now Canadian National Ry.	167,440 00	167,440 00
56 Vic., chap. 2	67,200 00	99	Montreal and Champlain Junction Railway, Quebec	103,600 00	103,600 00
57-8 " 4	38,400 00	100	Montreal and Lake Maskinongé Railway, Quebec	41,280 00	41,280 00
60-1 " 4	66,000 00	101	Montreal and Ottawa Railway, Ontario	192,000 00	192,000 00
48-9 " 59	30,000 00	102	Montreal and Province Line Railway, Quebec	58,560 00	58,560 00
50-1 " 24	64,000 00	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	93,757 57	93,757 57
51 " 3	9,600 00	104	Montreal and Western Railway, Quebec	361,270 00	361,270 00
49 " 10	32,000 00	105	Nakusp and Slocan Railway, British Columbia	117,760 00	117,760 00
53 " 2	10,200 00	106	Napierville Junction Railway Co., Quebec	173,440 00	173,440 00
50-1 " 24	192,000 00	107	New Brunswick Coal and Railway Co., New Brunswick	48,000 00	48,000 00
53 " 2	—	108	New Brunswick and Prince Edward Island Railway	113,440 00	113,440 00
54-5 " 8	—	109	New Glasgow Iron, Coal and Railway Co., Nova Scotia	39,840 00	39,840 00
57-8 " 4	—	110	Nicola, Kamloops and Similkameen Coal Railway Co.	300,800 00	300,800 00
1 Ed. VII, chap. 7	—	111	North Shore Railway Co., formerly Beersville Coal and Railway Co.	27,616 00	27,616 00
48-9 " 59	72,000 00	112	Northern Colonization Railway Co., Quebec	355,200 00	355,200 00
53 " 2	40,000 00	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick	108,160 00	108,160 00
53 Vic., chap. 2	361,270 00	114	Northern and Pacific Junction Railway, Ontario	1,320,000 00	1,320,000 00
57-8 " 4	121,600 00	115	Nova Scotia Central Railway Co., Nova Scotia, now Canadian National Ry.	235,200 00	235,200 00
6 Ed. VII, chap. 43	—	116	Ontario, Belmont and Northern Ry. Co., Ontario (Marmora Ry. and Mining Co.) now Canadian National Ry.	30,720 00	30,720 00
48-9 Vic., chap. 59	118,400 00	117	Orford Mountain Railway Company, Quebec	202,926 50	202,926 50
55-6 " 5	40,000 00	118	Oshawa Railway and Navigation Co., Ontario	22,400 00	22,400 00
Ed. VII, chap. 57	—	119	Ottawa, Arnprior and Parry Sound Ry., Ontario	779,712 00	779,712 00
7-8 " 63	—	120	Ottawa and New York Railway Company, Ontario	262,384 00	262,384 00
2 Geo. V, chap. 47	—	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway	414,931 20	414,931 20
3-4 " 46	—	122	Parry Sound and Colonization Railway, Ontario	152,800 00	152,800 00
46 " 26	660,000 00	123	Pembroke Southern Railway, Ontario	64,000 00	64,000 00
53 " 2	660,000 00	124	Phillipsburg Junction Ry. Quarry Co., Quebec	23,712 00	23,712 00
55-6 " 5	240,000 00	125	Pontiac Pacific Junction Railway, Quebec	193,578 00	193,578 00
61 " 2	32,000 00	126	Pontiac Pacific and Ottawa and Gatineau Ry. Co. (Interprovincial Bridge over Ottawa River)	212,500 00	212,500 00
56 " 2	—	127	Pontiac and Renfrew Railway, Ontario	13,600 00	13,600 00
53 Geo. V, chap. 2	99,200 00				
3 Ed. VII, chap. 2	—				
56 " 2	22,400 00				
55-6 " 5	—				
52 Vic., chap. 3	320,000 00				
57-8 " 6	64,000 00				
60-1 " 4	—				
52 " 3	128,000 00				
57-8 " 4	64,000 00				
55-6 Vic., chap. 5	—				
47 " 8	272,000 00				
51 " 3	41,000 00				
53 " 2	24,000 00				
60-1 " 4	212,500 00				
63-4 " 2	—				
52 " 3	19,200 00				

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II.—STATEMENT showing Subsidies paid to March 31, 1924—Continued

Subsidies Voted		Number	Railways	July 1, 1883, to March 31, 1922	Total
Authority	Amount				
	\$ cts.			\$ cts.	\$ cts.
51 Vic., chap. 3	287,200 00	128	Port Arthur, Duluth and Western Ry., Ontario, now Canadian National Ry.....	271,200 00	271,200 00
53 " " 2		129	Quebec Bridge Co., Quebec.....	374,353 33	374,353 33
62-3 " " 7	1,000,000 00				
63-4 " " 8					
47 " " 8	60,342 00				
51 " " 3		130	Quebec Central Ry., Quebec.....	585,038 90	585,038 90
53 " " 2	288,000 00				
7-8 Ed. VII, c. 63	—				
45 Vic., chap. 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	131	Quebec and Lake St. John Railway, Quebec, now Canadian National Ry.....	1,261,463 50	1,261,463 50
51 " " 3	96,000 00				
52 " " 3	64,000 00				
53 " " 2	40,000 00				
54-5 " " 8	5,250 00				
57-8 " " 4	44,800 00				
52 Vic., chap. 3	96,000 00	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec.....	96,000 00	96,000 00
56 " " 3	—	132½	Quebec, Montreal and Southern Railway Co.—See South Shore Ry., Quebec.		
7-8 Ed. VII, c. 51	—	133	Quebec and Saguenay Railway Co., Quebec.....	248,801 28	248,801 28
52 Vic., chap. 3	162,200 00	134	Schomberg and Aurora Railway Co., Ontario.....	46,144 00	46,144 00
2 Geo. V, chap. 48	—	135	Shuswap and Okanagan Railway, British Columbia	163,200 00	163,200 00
50-1 Vic., chap. 24	54,400 00	136	Southampton Railway Co., New Brunswick.....	81,280 00	81,280 00
7-8 Ed. VII, c. 63	—	137	South Norfolk Railway, Ontario.....	54,400 00	54,400 00
50-1 Vic., chap. 24	138,300 00	138	South Shore Railway (Quebec, Montreal and Southern), Quebec.....	529,442 00	529,442 00
55-6 " " 5	108,000 00	139	St. Catharines and Niagara Central Railway, Ontario.....	38,400 00	38,400 00
57-8 " " 4	108,800 00				
52 " " 3	375,000 00	140	St. Clair Frontier Tunnel Co., Ontario.....	375,000 00	375,000 00
2 Geo. V, chap. 48	—	141	St. John and Quebec Railway Co., New Brunswick	1,005,902 42	1,005,902 42
53 Vic., chap. 2	57,600 00	142	St. Lawrence and Adirondack Railway, Quebec...	149,481 60	149,481 60
55-6 " " 5	25,024 00				
60-61 " " 4		143	St. Louis and Richibucto Railway, New Brunswick	22,400 00	22,400 00
47 " " 8	22,400 00	144	St. Mary River Railway Co., Northwest Terri- tories.....	148,094 00	148,094 00
7-8 Ed. VII, c. 63	—	145	St. Mary's and Western Ontario Railway Co., Ontario.....	67,709 00	67,709 00
7-8 " " 63	—	146	St. Maurice Valley Railway Co., Three Rivers to Grand Mère, Quebec.....	173,120 00	173,120 00
56 Vic., chap. 2	—	146½	St. Stephen and Milltown Railway, New Bruns- wick.....	14,848 00	14,848 00
3-4 Geo. V, chap. 53	—	147	Temiskaming and Northern Ontario Railway Co., Ontario.....	2,134,080 00	2,134,080 00
45 Vic., chap. 14	240,000 00				
48-9 " " 58	258,000 00	148	Témiscouata Railway, New Brunswick and Quebec	645,950 00	645,950 00
51 " " 3	100,000 00				
53 " " 2	51,200 00				
7-8 Ed. VII, c. 63	—	149	Thessalon and Northern Railway Co., Ontario....	6,112 00	6,112 00
52 Vic., chap. 3	54,400 00	150	Thousand Islands Railway, Ontario.....	29,840 00	29,840 00
63-4 " " 8	—				
55-6 " " 5	—	151	Tilsonburg, Lake Erie and Pacific Railway, Ontario	150,071 48	150,071 48
57-8 " " 4	—				
60-1 " " 4	—				
62-63 " " 7	—				
54-5 " " 8	89,600 00				
53 " " 2	35,200 00	152	Tobique Valley Railway, New Brunswick.....	134,016 00	134,016 00
55-6 " " 5	9,600 00				
59 " " 10	16,000 00	153	Toronto, Grey and Bruce Railway, Ontario.....	14,656 00	14,656 00
56 " " 2	102,400 00	154	United Counties Railway Co., Quebec (Quebec, Montreal and Southern).....	188,816 00	188,816 00
57-8 " " 4	102,400 00	155	Vancouver and Lulu Island Railway Co., British Columbia.....	61,760 00	61,760 00
7-8 Ed. VII, c. 34	—	156	Waterloo Junction Railway, Ontario.....	32,800 00	32,800 00
53 Vic., chap. 2	35,200 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway.....	256,000 00	256,000 00
49 " " 10	250,000 00				
53 " " 2	—	158	York and Carleton Railway, New Brunswick....	32,896 00	32,896 00
62-3 " " 7	—	159	Provincial Govt. of Quebec—Quebec-Montreal....	2,394,000 00	2,394,000 00
47 " " 8	2,394,000 00				
Total.....				78,785,471 09	78,785,471 09

† This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount of \$660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account.

II.—STATEMENT showing Subsidies paid to March 31, 1924—*Concluded.*

Agreement with Public Accounts 1923-24 as follows:—

	\$	cts.
Above statement shows.....	78,785,471	09
Total as per Public Accounts.....	76,115,221	09
Difference.....	2,670,250	00

Difference is located as follows:—

Public Accounts Statement does not include, in Subsidy Account

	\$	cts.
(a) Item 40 (part).....	970,000	00
(b) Item 46.....	1,525,250	00
(c) Item 16½.....	175,000	00
	2,670,250	00

REPORT OF THE CHIEF ENGINEER OF THE DEPARTMENT OF RAILWAYS AND CANALS

SIR,—I have the honour to submit my annual report for the fiscal year ending March 31, 1924.

The canal system of Canada comprises a series of canals and canalized waters by which a total waterway of 1,831 miles has been opened to navigation. These canals may be considered under two main classes: the through St. Lawrence and Great Lakes route and the subsidiary canals or branches. By the former, communication with sea ports is made possible for the large vessels which navigate the Great Lakes. The latter or branch system of canals serves for the most part the requirements of a merely local traffic.

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of lake Superior comprises 74 miles of canal, with forty-nine locks and 1,140 miles of river and lake waters, or a total of 1,214 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, at the southwest end of lake Superior, the total distance is 1,337 miles, and to Chicago 1,244 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart.) From Fort William, connection with the main transcontinental line of the Canadian National Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now operated by the Canadian National Railways.

Of the minor or branch systems the Ottawa river, Rideau, Murray and Trent canals while geographically branches of the main route attend, as already noted, chiefly to the needs of purely local traffic. Isolated from the systems just mentioned are the Richelieu river canals consisting of the St. Ours lock and Chambly canal by which a waterway for vessels of light draught is opened between Sorel on the St. Lawrence river and lake Champlain, and the St. Peter's canal in the extreme East which provides communication between the Bras d'Or lakes of Cape Breton island and the Atlantic ocean.

A full statement of the various canals and canalized waters now in operation, with their mileage, limiting dimensions, etc., is the subject of a separate departmental publication, "The Canals of Canada." A summary of this data is, however, appended to this report.

In the detailed report which follows, the various canal systems, etc., are taken up in the following order:—

1. The present St. Lawrence and Great Lakes route between Montreal and lake Superior;
2. The route from Montreal to Kingston viâ the Ottawa and Rideau rivers;
3. The navigation of the Richelieu river from its junction with the St. Lawrence to lake Champlain;
4. The route from lake Ontario to Georgian bay via the Trent river, etc.;
5. The St. Peter's canal across the isthmus at the southerly end of Cape Breton island;
6. Miscellaneous works.

1. ST. LAWRENCE AND GREAT LAKES ROUTE

(a) LACHINE CANAL

This canal, which lies across the southeasterly portion of the island of Montreal, overcomes the difference in level between the harbour of Montreal and lake St. Louis caused by the Lachine rapids. It is $8\frac{1}{2}$ miles long and has five locks with a minimum depth of 14 feet.

The canal was opened to navigation May 1, and closed December 12. Two delays only to navigation occurred. On August 29 the upper gates of south lock 1 gave way when the steamer *John B. Ketchum* was being locked down the canal causing the steamer to crash through the lower gates. Between the 3rd and 7th of October navigation was delayed through the falling of the counterweight of the Rockfield bascule bridge.

The principal items in construction, improvements and repairs effected during the year were as follows: Two fixed steel bridges 70 and 84 feet long with concrete flooring and sidewalks were built across the headrace of the two supply weirs at Lachine. A portion of St. Patrick street from a short distance below Côte St. Paul power station to a point opposite the property of Crane Limited, a distance of 1,530 feet, was paved in asphalt on concrete foundation, the work being performed under contract with the Sicily Asphaltum Company. The lower sill and flooring of south lock No. 1 was partially renewed in timber and concrete necessitating the building of a 30-foot stoplog dam to hold the harbour waters and the pumping out of lock and reach immediately above it. The Rockfield bascule bridge, after the fall of the counterweight, was raised and moved to the south side of the canal and replaced immediately after the close of navigation. Various repairs and alterations were made to the steel work and a new counterweight was constructed and placed in position. Among smaller improvements may be noted the repairing of mitre sills at south locks 1, 2, 3 and 4 and north locks 3 and 4, repairs to floors of south locks 3 and 4, to six lockgates and two platforms, as well as to flour sheds and other buildings, wharves, guide booms, bridge floors, transmission lines, machinery, etc.

The dredging fleet consisting of tug *Dandy*, dipper dredge No. 2, floating derrick No. 2, ten scows, one houseboat and five rowboats underwent the usual repairs while in dry dock. Of special repairs or improvements may be noted the renewal of the deck flooring, stern planking and all main bearings of derrick No. 2, the provision of a spare propeller for tug *Dandy* and the construction of a dump scow and twelve large dumping boxes.

(b) SOULANGES CANAL

The entrance to this canal lies 16 miles west of the upper end of the Lachine canal. It is 14 miles in length, has five locks, with a minimum depth of 15 feet, and extends from Cascades Point to Côteau Landing, overcoming the Cascades, Cedars and Côteau rapids.

The canal was opened to traffic May 2 and closed December 12, and was operated during the entire season without accident or delay to traffic.

The resurfacing in asphalted macadam of 14 miles of roadway along the north side of the canal between Cascades Point and Côteau Landing, which has been progressing under contract with the Newton-Dakin and Simpson Bros. construction companies, was completed last season with the exception of $2\frac{1}{2}$ miles at the lower end on the Simpson Bros.' contract. This work will be finished up during the coming season. In the gate shed, constructed in 1922, a 48-inch planing machine, a circular saw and a 3-ton travelling crane were installed.

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For the launching of lock gates about 300 feet of ways were constructed on piers. Three new gates were constructed for locks 1, 2 and 3. Of repairs and lesser improvements may be mentioned the bevelling of coping stones at lock 4 to prevent displacement from vessels striking the wall, the repairing of damages caused by vessels at lock 1, the wing wall of lock 2 and at bridge 2; the pointing of masonry walls, repairs to gates, lock sills, tunnels, turbines, bridge floors, canal slopes, transmission lines, buildings, etc., as well as the quarrying and crushing of stone required both for the Soulanges canal and for the Lachine canal and Ste. Anne lock.

The dredging fleet was employed during the summer in cleaning the lower entrance to the canal, in filling round the lockgate ways at Cascades Point, and in strengthening the breakwater and side dam at the head of the canal.

(c) CORNWALL CANAL

This canal, which lies at the westerly end of a navigable stretch of water which extends for 31 miles from the head of the Soulanges canal, is $11\frac{1}{4}$ miles long with six locks and a minimum depth of 14 feet. It surmounts the Long Sault rapids.

During the past fiscal year the canal was open for navigation from April 30 until December 13, and was operated without serious accident or delay to traffic. The volume of traffic which passed through the canal was considerably in excess of that of the previous year.

Among the various repairs and improvements effected during the year, the following may be noted: The old pile wharf at the canal shops was demolished and replaced by a concrete wall with a backfilling of earth; the new timber crib at the canal shops was placed in position and filled with stone, replacing the old crib at the supply weir of lock 21, a new timber boom being at the same time floated into place. At Cornwall bridge a new glance boom was placed, the old one being so broken as to be beyond further repair. A new scow was constructed for the boarding house for bank repair men. A concrete floor was laid in one of the storehouses to replace the wooden one. Three new valves for the supply weir of lock 17 have been constructed and will be placed when the canal is unwatered. A timber crib supporting one of the range lights on St. Regis dyke has been renewed in concrete. At the repairing basin eleven shipways were built in concrete. About 2,800 lineal feet of stone protection was completely rebuilt during the season. The usual maintenance and repair work received customary attention.

(d) FARRAN'S POINT CANAL

This canal, together with the Rapide Plat and Galops canals which succeed it, form the group known as the "Williamsburg Canals." The length of the Farran's Point canal is $1\frac{1}{2}$ miles. It has one lock and is situated 5 miles west of the Cornwall canal.

Navigation opened April 30 and closed December 14. There were no serious accidents or delays to traffic during the entire season.

Minor repairs only were found necessary during the past year. These included the building of about 40 rods of new wire fence, the renewal of the covering over the chamber of the supply weir for the lock and the repairing of stone protection walls.

(e) RAPIDE PLAT CANAL

This canal extends from the town of Morrisburg to Flagg's bay, a distance of $3\frac{3}{4}$ miles. It has two locks.

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Navigation opened April 30 and closed December 15. One accident only occurred during this time and occasioned no serious delay to traffic: the steamer *Turret Cape* entering lock 24 collided with and damaged the gate. A spare gate was immediately installed.

Of repairs and improvements effected during the year, the following may be noted: Under contract with A. W. Robertson Limited, work was commenced in September last on the improvement of the upper entrance to the canal. This undertaking comprises the widening of the entrance on the north side from the south entrance pier upstream to Robertson's Point, a distance of half a mile, and the removal of a small shoal. Its object is to make the canal more accessible to boats of large size, which at low stages of the river, are compelled to use the canal on the down trip. About one-third of the total excavation work was performed by the contractor before the close of the navigation season. The tail-race leading from the electric lighting plant at Morrisburg, which had been badly damaged by unusual high water conditions, was unwatered and completely rebuilt for a length of 100 feet. A new driveway bridge was constructed over this tailrace. Extensive repairs were made to stone protection walls along the canal and a number of other minor repairs attended to.

(f) GALOPS CANAL

Situated about $4\frac{1}{2}$ miles west of the Rapide Plat canal the Galops canal extends from the village of Iroquois to a point about $1\frac{1}{2}$ miles beyond the town of Cardinal, a distance of $7\frac{3}{4}$ miles. It surmounts the last series of rapids met with between Montreal and lake Ontario and has three locks, a lift lock at the easterly entrance, a guard lock at the upper entrance and a lift lock beside the guard lock for overcoming the Galops rapids only.

Navigation on this canal opened April 30, and closed December 15, there having been no serious accidents or delays to traffic during this period.

Of repairs and improvements carried out during the year the following may be mentioned: The leak, which late in the 1922 season developed in the supply pipe leading from the pumping plant at Iroquois and passing under lock 25, was with considerable difficulty located and repaired. The swinging gear of the Cardinal bridge was thoroughly gone over and repaired. A number of lesser repairs such as the renewal of gates, painting and shingling of canal buildings, etc., received the customary attention.

(g) WELLAND CANAL

This canal, which overcomes the falls of Niagara, lies between Port Dalhousie on lake Ontario and Port Colborne on lake Erie. It is $26\frac{3}{4}$ miles long, has twenty-six locks and, under usual water conditions, provides, like the St. Lawrence system of canals, 14 feet of water on lock sills.

Navigation in the past fiscal year opened April 25 and closed December 15.

A slight increase in traffic was observed over that of the previous year. A total of 4,102 vessels passed entirely through the canal and in addition a large number of trips were made to intermediate points. The largest downbound cargo carried through the canal was 93,500 bushels of wheat or 2,805 tons. The increase in total freight tonnage over the year before amounted to 11 per cent, the actual tonnage carried being 3,755,912, a figure only surpassed in the year 1913 and then but by a slight amount.

Several accidents occurred during the year by which navigation was temporarily interrupted. In July the steamer *Glencassie* collided with one of the gates at lock 11 causing such damage as to delay the further operation of the lock for a period of eleven hours. In October the steamer *Poplar Bay* laden with wheat struck and dislodged the lower gates of lock 10. The rush of water

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which ensued carried out the upper gates also and some damage was done to the canal banks farther down. The canal was ready, however, for the resumption of traffic within a period of thirteen hours. Two other minor accidents also occurred near the close of the navigation season. Navigation was also interrupted on account of a bad leak which developed in the westerly retaining wall below lock 23. On three different occasions the canal was unwatered in the reach above lock 22 and repairs made. While these repairs sufficed as a temporary measure, it was found advisable to make permanent repairs at the close of the season. No further trouble at this point is now expected.

Of the various improvements made on the canal during the year the following may be noted: The east entrance pier at Port Dalhousie was extensively repaired. Bituminous pavements were laid at the Queenston Street highway swing-bridge, St. Catharines, on the road between Thorold and Allanburg and at the westerly approach to the highway swing bridge at Allanburg. Along the easterly canal bank between Feeder Junction and Humberstone extensive repairs in tarvia were made to the roadway.

Old Canal.—The old single track wooden highway swing bridge which crossed the canal at lock 2, St. Catharines, was replaced by a double track steel structure and the road approaches graded and paved with concrete. The old wooden bridges over the by-pass to Goose island and over the raceway near lock 15, Merritton, were replaced by reinforced concrete spans.

Canal Feeder.—The main highway across the Grand river on the dam embankment at Dunnville was paved in concrete for a width of 18 feet and the usual repairs attended to. There was no freshet in the Grand river.

Port Colborne Elevator.—The Government elevator during the past year received 57,867,872 bushels of grain, an increase over the previous year of nearly 8 per cent. Seventy per cent of the grain was from Fort William and the remainder from United States ports. The net earnings for the year were \$179,991.60.

An extension to the elevator, consisting of a one-million bushel storage annex, which will bring the total capacity up to 3,050,000 bushels, is now in progress. A contract for this work has been let to E. G. M. Cape & Co., of Montreal. The supplying and installing of the operating machinery will be done by this department.

(h) WELLAND SHIP CANAL

For a detailed description of the various works which it is proposed to undertake in the carrying out of this work, it will be necessary to refer back to the report of the engineer in charge contained in the annual report of this department for the fiscal year 1913-14, page 359. In the present report, as in those of the past two years, a brief résumé of the general scheme involved may, therefore, not be out of place.

The proposed ship canal leaves lake Ontario at the mouth of Ten-Mile creek, about three miles east of Port Dalhousie, follows an entirely different route from the present canal as far west as Allanburg, about half way across the peninsula, and from here proceeds along the course of the present canal to Port Colborne on lake Erie. The total distance traversed from lake to lake will be 25 miles. The difference of level between the two lakes, 325½ feet, will be overcome by seven lift locks, each having a lift of 46½ feet. The locks are to be 800 feet long and 80 feet wide in the clear and will provide a depth of 30 feet of water over the mitre sills. The width of the canal prism at bottom is to be 200 feet. A new breakwater, now under construction, will be built at Port Colborne, extending 2,000 feet farther into the lake than the present breakwater. Extensive harbour works are contemplated for the lake Ontario

entrance at Port Weller. For purposes of construction, the canal is now divided into eight sections or contracts numbered from the lake Ontario end. During the past fiscal year, work has been carried on on sections 1, 2, 3, 4 and 5.

On account of strikes and various labour troubles, construction work on this canal was considerably retarded for some time after the resumption of work at the close of the war years. Conditions in this respect have however improved materially during the past three years.

Following is a brief summary of the work performed and in progress on the various sections of the canal during the past fiscal year.

Section No. 1.—This section extends from Port Weller on lake Ontario in a southerly direction, a distance of nearly 3 miles inland, and comprises the entire harbour construction, prism excavation and one lock with weirs, etc., together with the construction of two bridges over the canal.

When work on the present contract with Johnston P. Porter was commenced in September, 1921, about 30 per cent of the entire undertaking still remained unfinished. Owing to the satisfactory progress made this section is now nearing completion. Rock excavation is practically finished while earth excavation, embankments and concrete work are between 85 and 90 per cent completed. During the past fiscal year the following principal items of work have been carried out:—

The dredge *Fundy* was engaged during the entire season on excavation work in the harbour. In all, about 117,000 cubic yards of material were taken out. Fifteen concrete cribs were built, placed in position and filled. Three more cribs only remain to be constructed. Disposal operations were continued at the east and west embankments, about 120,000 cubic yards being handled during the year. The construction of a gate recess at the lower end of the west lock wall, mentioned in last year's report, was completed. This alteration was necessitated by the change from single-leaf to double-leaf mitering gates. The concrete work in both the lock and the waste weir is now practically complete. The substructure of bridge No. 1 over the south end of the lock and waste weir, for the crossing of the Niagara, St. Catharines and Toronto Railway, is now fully completed. The disposal of material behind the east and west lock walls has progressed satisfactorily.

Section No. 2.—The extent of this section is approximately $4\frac{1}{2}$ miles. The work involved comprises the taking out of canal prism and construction of embankments, the building of locks 2 and 3 with entrance walls, etc., and the substructures of several highway bridges.

The work on this section is being prosecuted under the same contract as that of section No. 1. Under the original pre-war contract about 58 per cent of the entire undertaking had been completed.

The progress of the various classes of work comprised in the contract may be stated in detail as follows: Concrete work on the lower west entrance wall of lock 2 has now been practically completed. Considerable concrete was also placed in the waste weir, connecting walls and adjacent floor slabs. The lock floor was completed and a small amount of concrete was laid at monolith 1.E. The concrete work in this lock is now practically completed. The backfilling of the east and west lock walls was carried on during the season as well as that of the upper east entrance wall. At the site of lock 3, excavation for the lock pit was commenced in October last but was considerably retarded on account of a bad slide in the material which occurred soon after. Work was suspended in December and resumed again in March, since which operations have progressed satisfactorily. The laying of concrete in the west lock wall was commenced in July and the lower rear portion of the wall, which will act

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as a temporary retaining wall, was completed by the middle of October. Some concrete work was also done at the lower west entrance wall and at regulation weir No. 3. During the summer months a shovel cut was put through to grade along the line of the prism north to the Queenston road.

To summarize the work performed on this section from its commencement up to the end of the fiscal year it may be stated that 69 per cent of the rock excavation has been completed, 84 per cent of the earth excavation, 81 per cent of the work on watertight embankments and of concrete of all classes 56 per cent.

Section No. 3.—This section extends southerly from section 2 for a distance of about 2 miles. The work involved comprises the excavation of canal prism and lock sites, the construction of three twin locks in flight and one single lock together with masonry approach walls, a core wall for a dam, control weirs and other minor structures and the building of a large earth dam at the head of the flight locks.

Since the beginning of July, 1922, the work on this section has been carried on under contract with the P. Lyall & Sons Construction Company Limited, of Montreal. Work during the past year was in progress on all parts of the section; excavation in the prism north of the three twin locks, at the sites of these locks, at lock 7 and in the prism south of it, and at the site of the weir; concreting operations at twin locks 5 and 6 and at lock 7. The total amount of excavation work performed during the year amounted to 391,900 cubic yards of which 115,500 cubic yards was rock. The construction of the pond embankment proceeded for a period of four months during which time 23,000 cubic yards of completed embankment was placed, approximately 12 per cent of the total. The concrete work performed includes the placing of about 9,000 cubic yards or 3 per cent of the total, and at lock 7 about 70,700 cubic yards, or 58 per cent. Of the various structures in progress on this section, twin locks 6 are the most advanced being now 70 per cent completed.

Summarizing, it may be stated that rock excavation is now 75 per cent completed, earth excavation 70 per cent, embankment 74 per cent, and concrete 36 per cent.

Section No. 4.—The extent of this section is about 2 miles southerly from the end of Section No. 3. The work involved comprises the excavation of canal prism and for foundations of guard-gates and weir, the construction of a new water-works reservoir for the town of Thorold, the relocation of a branch of the Canadian National Railways, and various other lesser undertakings.

This section is included with Section 3 under the P. Lyall & Sons Construction Company's contract.

The work carried out during the past year has included excavation along the canal prism and in the turning basin at the north end of the section and the partial construction of the Shriner's and Beaver Dams culverts.

Excavation operations were carried on along the prism between Stations 490 and 597, the total amount of material removed being about 21,000 cubic yards of rock and 445,000 cubic yards of earth. In addition to this 13,000 cubic yards were deposited in watertight embankment during November and December. The construction of Shriner's culvert was commenced near the end of May at the west shaft and proceeded for a period of three months. Work was resumed in November. Good progress has been made and considerable concrete placed. Work on Beaver Dams culvert was begun in December and some excavation work has been performed.

The work to the end of the past year may be summarized as follows: Rock excavation 3 per cent completed, earth excavation 48 per cent, water-tight embankment 30 per cent, and concrete of all classes 2 per cent.

Section No. 5.—This section is about $3\frac{1}{4}$ miles in length. The work involved comprises rock and earth excavation and dredging, the construction of the substructure of bridges at Allanburg and Port Robinson and small quantities of concrete and stone protection along the canal banks.

The work on this section has been under contract with the Canadian Dredging Company, Limited, for the past three years.

The two dredges which have been working during the year have removed a total of 112,000 cubic yards of material of various classes. Rock and earth excavation operations have also been carried on. Of the former, 8,395 cubic yards have been taken out; of the latter, 126,240 cubic yards. Practically all the concrete substructure for bridges 12 and 13 has been completed. Considerable sodding and stone protection work were done along the east bank of the canal prism.

Since the commencement of work on this section, 88 per cent of the rock excavation has been completed and about 97 per cent of the earth excavation.

Sections Nos. 6 and 7.—These two sections are comprised in that portion of the canal which lies between Port Robinson and Port Colborne, a distance of about $10\frac{1}{4}$ miles. No construction work has as yet been done upon them. Considerable survey work, however, has been carried out and stream measurements made both on the Welland river and the present canal feeder. Test holes have been sunk and quantities of excavation estimated.

Section No. 8.—This section extends from the southerly end of Section No. 7 to deep water in lake Erie, a distance of approximately 3 miles. The work to be performed consists in the excavation of the canal prism and pit of the guard lock and the dredging of the harbour and entrance channel, the concrete construction of the lock and entrance walls, supply weir, harbour works, bridge substructures, etc.

A contract covering this work was let on February 27, 1924, to A. W. Robertson, Limited. No work has as yet been performed.

Construction Railway.—All tracks and structures were maintained in efficient condition throughout the year. The railway was operated without any serious delays to traffic; two slight accidents, however, occurred—the first in June, when the Jordan spreader dropped between the rails at Port Weller, causing sufficient damage to delay traffic for several hours; the other in August, when a runaway engine struck the end of a swing-bridge over the Welland canal, resulting in a few hours' delay to navigation. The total traffic over the line amounted to 60,436 cars.

Laboratory, etc.—A total of 456,267 barrels of cement were received and accepted during the year and distributed on various sections of the canal. Tests were made of all cement, sand, gravel, crushed stone and concrete. Over 2,000 samples of cement were tested. An inspection was made of all sand and crushed stone before acceptance and numerous tests of these materials performed in the laboratory.

Miscellaneous Contracts and Other Works.—The Goldie-McCulloch Company completed the installation in the pump-house of the pumping plant for unwatering lock 1 at Port Weller. The erection of a large shed equipped with travelling cranes for the planing and fabricating of timber was completed in July. The lower pair of gates for lock 1 have been completed and stepped. The superstructure of the new railway swing-bridge near lock 25 of the Welland canal was erected by the Hamilton Bridge Company.

General Summary.—For the various classes of work involved in the construction of the entire canal the following percentages are estimated as having now been completed: Rock excavation, 34 per cent; earth excavation, 52 per

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cent; watertight embankments, 74 per cent; concrete, 42 per cent; and reinforcing steel, 56 per cent.

(i) SAULT STE. MARIE CANAL

This canal provides communication between lakes Huron and Superior, surmounting by a single lock the rapids of the St. Mary's river. It is entirely within Canadian territory.

Traffic opened May 1 and closed December 26. The total registered tonnage which passed through the lock showed an increase of 34 per cent over that of the previous year; the freight tonnage also showed an increase of 35 per cent. For the Canadian and American canals taken together the increases in traffic were 33 per cent for registered tonnage and 38 per cent for freight.

No serious accidents or delays to traffic have occurred during the year. Owing to the lateness of the spring of 1923, considerable difficulties were experienced in the month of May from ice accumulations at the upper entrance to the canal.

During the months of February and March, 1923, the whole of the lower entrance to the canal was sounded through the ice and a shoal detected along the south side of the channel as well as some small high spots between the piers. These places were dredged during August and September and all obstructions removed. The work of renewing the top of the upper south pier was continued and a further 200 feet completed in concrete. This work is now about 42 per cent completed.

2. OTTAWA AND RIDEAU RIVERS

(a) STE. ANNE LOCK

This canal surmounts the Ste. Anne rapids between Ile Perrot and the island of Montreal at the junction of lake St. Louis with the Ottawa river. It consists of two parallel locks, the old and the new, each with a lift of 3 feet. The old lock has a depth of only 6 feet, but in the new lock there is 9 feet of water on the sills.

Navigation through this lock was continued from May 1 to November 30.

Of improvements effected during the year mention may be made of the installation of electrically operated machinery for the lock gates and sluices and the replacement by a concrete wall of the decayed cribwork facing of the upper wing dam on both the river and canal sides for a total length of over 700 feet.

The dredging fleet was employed during the season in cleaning the channel leading to the scowways at the lock and in removing an old sunken anchor pier on the west side of the Ottawa river channel opposite Ile aux Tourtes, about two miles above Ste. Anne.

(b) CARILLON AND GRENVILLE CANALS

From the Ste. Anne lock to the foot of the Carillon canal is a navigable stretch of water 27 miles in length through the lake of Two Mountains and the Ottawa river. A dam at Carillon raises the water 9 feet. This difference in level is surmounted by two locks. The length of the canal is three-quarters of a mile.

The Long Sault rapids, 6 miles above the Carillon canal, are surmounted by the Grenville canal, $5\frac{1}{2}$ miles in length with five locks. Both canals provide a depth of 9 feet of water over the lock sills.

These canals were open to navigation from May 1 to November 30.

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Considerable repair work was done on the Carillon dam, an extension was made to the carpenter shop, two bridges were rebuilt, four pairs of lock gates, and seven booms.

(c) RIDEAU CANAL

This canal connects with the Ottawa river about 56 miles above the head of the Grenville canal and provides a waterway between the cities of Ottawa and Kingston. It consists of a series of natural watercourses joined by artificial cuttings, is $126\frac{1}{4}$ miles long and has forty-seven locks with a minimum depth of 5 feet. It rises to a summit in the upper Rideau lake, from which body of water it descends to the level of lake Ontario by means of fourteen locks.

During the past year an ample water supply was available for the navigation of all parts of the canal.

The total number of lockages for the past season was 26,014, a slight decrease from those of the year previous.

Among the various repairs and improvements effected on this canal during the year the following may be mentioned: At the Ottawa lock station the repairs which had been begun on the west side of lock 7 were completed. The old decayed masonry on the east side of this lock was taken down and rebuilt in concrete blocks. At Pretoria avenue an operator's cabin was built at the west pier of the bridge. The concrete wall which has been under construction along the canal bank above Hartwell's locks was completed during the past winter, making a continuous wall about 2 miles in length from Dow's lake to Hogsback. At the Hogsback lock station a large timber crib was rebuilt on the west side of the west bulkhead and a small kitchen added to the lockman's house. At Black rapids a concrete wall was built along the face of the dam. At Manotick bridge the abutment on the east side of the river was rebuilt. Considerable repairs were made to the Beckett's Landing bridge, which had been damaged by the unauthorized crossing of a steam road-roller. At Merrickville the lower sill of the middle lock was taken out and replaced in concrete with steel plate protection. During the winter Edmund's lock was unwatered and the bottom of the chamber relined with concrete. The timber sill at the lower end of this lock was rebuilt in concrete. At Old Sly's the old timber pivot pier of the bridge was renewed in concrete and a new span erected with concrete approaches. At the Smith's Falls station a new floor was laid on one of the waste weirs in the basin. Along the side of the basin a life-saving chain 1,800 feet in length was installed. At Poonamalie a new concrete waste weir was built through the north side of the upper cut and furnished with stoplogs, making possible the drawing off of water from the lake, when below the level of the present waste weir sills, without the necessity of running this water through the lock sluices. A new swing-bridge was erected at the Narrows and the approach on the north side improved. Important repairs were made at the Wolf lake dam. A new bridge was erected at Chaffey's lock. At the lock station of Brewer's Upper Mills a new floor was built in the waste weir. At the Lower Mills the lay-by piers were refloored. At Kingston Mills a concrete culvert was constructed between the storehouse and the basin to replace the former wooden structure and the swing-bridge, waste weir and lower lay-by piers were refloored. Extensive repairs were also made to several of the buildings.

The dredge *Rideau* with the tug *Agnes* was employed in placing clay at the Hogsback dam, and at the dam at Black Rapids as well as in deepening the cut between Hartwell's and Hogsback and in cleaning out the cut above the swing-bridge at Burritt's Rapids. The tugs *Agnes* and *Loretta* were both

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utilized to a considerable extent in towing timber and distributing stores to various parts of the canal. The entire dredging outfit, which wintered as usual in the Ottawa canal basin, has been thoroughly overhauled and repaired during the winter and put in condition for next season's work.

3. RICHELIEU RIVER NAVIGATION

(a) ST. OURS LOCK AND DAM

At a point on the Richelieu 14 miles above the town of Sorel the level of that river has been raised 5 feet by a dam. This difference in level is overcome by the St. Ours lock. There is 7 feet of water on the lock sills.

The navigation of this lock opened May 2, and closed November 30.

During the past year a scow 70 feet by 20 feet was constructed for use on the canal, the two upper gates of the lock were replaced by new gates and other minor repairs attended to.

(b) CHAMBLY CANAL

Between the St. Ours lock and Chambly Basin, a distance of 32 miles, the river is navigable with a depth of 7 feet. The Chambly canal, which enters at this point, is 12 miles in length and has nine locks. It surmounts all the rapids between Chambly and St. Johns, thus establishing communication with lake Champlain. The locks provide a depth of $6\frac{1}{2}$ feet of water over sills.

The canal was opened to traffic May 7 and closed November 30.

Of improvement works prosecuted during the year may be noted the resurfacing in waterbound macadam of the road along the west side of the canal for a distance of nearly two miles and, incidental thereto, the rebuilding in concrete of nine wooden cross drains; the construction of a wooden scow 51 feet by 13 feet, the repointing of all stone masonry; the replacement by steel structures of two wooden bridges; the relaying of rip-rapped slopes over a distance of about 20 miles and the renewal of 4,500 feet of protecting timbers at the top of these slopes; repairs and alterations to the highway bridge at Wood's creek; the constructing of new lock gates and various other smaller undertakings.

4. LAKE ONTARIO TO GEORGIAN BAY

(a) MURRAY CANAL

This canal, which is an open waterway 80 feet in width, with 11 feet depth at low water, across the isthmus of the Prince Edward County peninsula, connecting the bay of Quinté with lake Ontario, is without locks.

Navigation opened April 24 and closed December 8. No delays to traffic, due to accident or other cause, occurred during the season.

Among the more important repairs and improvements effected during the year the following may be noted: The three highway bridges over the canal as well as the railway swing-bridge received a coat of paint. About 2,500 feet of stone protection along the canal was relaid. The lighthouses at the east and west ends of the canal were painted. The highway along the north side of the canal was put in good repair, and various other matters of lesser importance received the customary attention.

(b) TRENT CANAL

The route of the Trent canal, as now in operation or under construction, lies between Trenton, on the bay of Quinté, where direct connection is made with lake Ontario, and Honey Harbour, on Georgian bay, from which the waters of

the Great Lakes are accessible. The canal is made up of a series of lakes and rivers connected by relatively short lengths of artificial cuttings. Connection between the water levels of the various reaches is effected by locks. The route may be briefly described as follows: Between Trenton and Rice lake the canal follows the line of the Trent river. Passing through Rice lake it enters the Otonabee river, the route of which is followed to its source in Katchiwano lake. From this lake the line of the canal passes in succession through Clear lake, Stoney lake, Lovesick lake, Buckhorn lake, Pigeon lake, Sturgeon lake and Cameron lake to the west side of Balsam lake. From here connection is made by an artificial cutting with a small lake about two miles westward, and from the latter lake another cutting makes connection with Cranberry lake. From the south end of Cranberry lake connection is made with lake Simcoe by another artificial cutting. Passing through lake Simcoe the route of the canal continues to the Severn river, the line of which is followed to the Georgian bay outlets at Honey Harbour and Port Severn. From Trenton the canal rises to a summit at Balsam lake, the level of which is about 597 feet above that of lake Ontario. From Balsam lake to Georgian bay there is a fall of 262 feet. Between Trenton and Washago the canal has been practically completed and open to traffic since June, 1918, or for a distance of 203.6 miles. On the westerly portion of the route of the canal, or between lake Couchiching and Georgian bay, various works are under construction, a description of which will be found under a sub-heading farther on in this report. When completed, the total length of the canal from lake to lake will be about 236 miles.

Canal in Operation

As already stated in previous reports, that portion of the Trent canal which lies between Trenton and Rice lake was formally opened for traffic on June 3, 1918. The extent of the canal now in operation may therefore be stated as 203.6 miles, or between Trenton and Washago at the head of lake Couchiching. In addition to this is maintained the Lindsay branch, 30 miles in length, and various other channels aggregating in all about 60 miles. The total extent of canal and canalized waterways maintained in operation is therefore slightly under 300 miles. This portion of the canal has been divided into six divisions, located as follows: The Ontario-Rice lake division, from Trenton to the easterly end of Rice lake; the Rice lake-Peterborough division, from the easterly end of Rice lake to Peterborough; the Peterborough-Lakefield division, from Peterborough to Lakefield; the Lakefield-Balsam lake division, also known as the Kawartha lakes division, extending from Lakefield to the canal entrance at the westerly side of Balsam lake; the Balsam lake-Simcoe division, between Balsam lake and lake Simcoe; and the lake Simcoe-lake Couchiching division, extending from the canal entrance on the east side of lake Simcoe to the northerly end of deep water in lake Couchiching.

Of the various repairs and improvements effected during the year the following are among the more important: The dredge *Fenelon* was engaged during the greater part of the season in deepening and widening the channel at Braundport on the Otonabee river. The dredge *Auburn* was in operation at Little lake, Pliny Plains and in the vicinity of lock 19. Substantial lockmasters' dwelling-houses were erected at locks 1 and 9. New gates were constructed for the locks at Fenelon Falls, Burleigh Falls and Young's Point. Under contract with the F. A. Robertson Company dredging operations were carried on in the canal at the shoals which had developed at the Talbot river crossing, a total of nearly 30,000 cubic yards being removed. At Peterborough the superstructure of eight piers above lock 19 was renewed from below the water line in concrete and one old pier was entirely renewed. At Lindsay,

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below the lower entrance to the lock, an old cribwork revetment wall, constructed many years ago by the Provincial Department of Public Works, was rebuilt in concrete for a length of 170 feet. The Buckhorn road, north of the lock, where damage from flooding had frequently occurred, was raised and gravelled. The work was carried out by the Council of the Township of Harvey at the expense of this department. Electric lighting was installed at the new lock at Bobcaygeon. Work on the new concrete dam at Kashagawi lake was commenced in July last and the concrete work had been entirely completed by the end of January as well as the rock filling along the new highway approaches. The old timber dam and the temporary dam, constructed at the outset of the work, are now being demolished. The level of the new dam is 2 feet higher than that of the old one and the sluice 2 feet wider. Considerable repairs had to be made to the dam at Elliott's Falls, which had been damaged by an excessive freshet in the Gull river district. These included the rebuilding of the foot-bridge. Repairs were also made to the Squaw river dam No. 2, which had been damaged from similar causes. Of lesser repairs made during the year the following may be noted: Complete new decks were placed on six bridges; three bridges were repainted; a number of lockmen's houses and other wooden buildings were painted; the lockmaster's dwelling at Lakefield, which had been partly destroyed by fire, was rebuilt; a concrete base was built for the light-house at the south end of Clear lake and occulting lights provided at Tie island, Rice lake, Pigeon lake, and at the entrance pier lake Simcoe; a concrete river wall 95 feet long was constructed to retain the embankment above lock 3 near Glen Miller. In addition to the foregoing, a number of new lock gates were constructed and a variety of small repairs attended to.

Canal Under Construction

That portion of the Trent canal which has not yet been formally opened for operation and in which various projected works of construction are still in contemplation lies, as already noted, between Washago, at the head of lake Couchiching and Honey Harbour and Port Severn on Georgian bay. It is known as the "Severn Division" and for convenience has been divided into four sections, the Port Severn section, between Port Severn on Matchedash bay and Gloucester pool; section No. 1, from Honey Harbour to Big chute on the Severn river; and Section No. 2, extending from McDonald's chute to the head of lake Couchiching. On this portion of the canal the following work has been carried out during the past year: All work on the enlargement of the capacity of the marine railways at Swift rapids and Big chute has been completed. These structures can now handle 15-ton boats of 55 feet in length with 13 feet 6 inches beam, and a draught of 4 feet 5 inches. The channel at Little Chute was widened and deepened, the improved channel being not less than 50 feet wide with a minimum depth of 6½ feet providing ample accommodation for the 15-ton boats which can now be passed over the marine railways. Some excavation work was done at the narrows below the Big Chute power plant, where the swift current has made navigation difficult. The completion of this work during the next fiscal year is in contemplation. Dredging operations for the improvement of the channel were carried on by the Randolph Macdonald Company at the old Canadian National Railway crossing near Washago, along the westerly side of the canal prism below Couchiching lock, at Big Bend, Whiteside's cut, Sparrow lake and in the canal prism near Washago. These operations involved the removal of a total of 27,060 cubic yards of material, mostly earth. The Muskoka road highway swing bridge which had been badly decayed, was refloored. At Swift Rapids dam it was found necessary to unwater and repair the submerged

sluices which had been considerably damaged from the intense vibrations occurring whenever the sluices were operated with the valves widely opened. Two of the sluices have now been repaired and the remaining one will probably receive attention during the coming season. Improvements and alterations have also been made which have eliminated all trouble from vibration.

On the portion of the Trent canal now in regular operation, or between Trenton and Washago, certain works have also been performed by the construction forces. On the Ontario-Rice lake Division the submerged sluices in dam 10 at Campbellford are being equipped with electrically operated machinery, the work being performed under contract with the Canadian General Electric Company. On the Peterborough-Lakefield Division the few remaining items of work still incomplete in connection with the construction of the Nassau dam were satisfactorily finished up. Under contract with F. R. Wilford & Co. work was started at the beginning of the fiscal year on the construction of a concrete dam at Young's Point to replace the old wooden dam. Operations were commenced at the westerly end of the dam, where the wheel house of the Canada Cement Company is to be located, and five sluices were completed as well as all the excavation and a concrete deflecting wall below the dam on the easterly shore. At Bobcaygeon all work in connection with the Randolph Macdonald contract, dealt with in previous reports, was finished up.

During the winter months survey work was continued on the Lakefield-Balsam lake Division.

5. ST. PETER'S CANAL

The St. Peter's canal, which was constructed between the years 1912 and 1917, connects the Bras d'Or lakes with St. Peter's bay on the southeast coast of Cape Breton island. It consists of a tidal lock 300 feet in length and 48 feet in width and provides for a minimum depth of water on the lock sills of 18 feet.

During the past season this canal was in operation from May 7, 1923, until January 19 of the present year. The total number of vessels making use of the lock during the year was 1,414, the volume of traffic being slightly less than that of the year before. The entire open season was passed without accident or delay to navigation.

At the Atlantic entrance the work of rebuilding the timber wharf, commenced last year, was completed. The ground behind the wharf has been regraded to a higher level and the warehouse correspondingly raised. Along the easterly side of the canal about 95 feet of cribwork was taken down and rebuilt. This, together with the cribwork rebuilt last year, completes this improvement. Other lesser repairs such as the cleaning of the lock gates, painting of buildings, repairs to the towpath, etc., received the customary attention.

6. MISCELLANEOUS

(a) HUNGRY BAY AND STE. BARBE DYKES

These dykes extend westward along the south shore of lake St. Francis from the upper entrance of the Beauharnois canal for a distance of about 7 miles. They are maintained as a protection against the waters of the lake, the level of which was raised when the canal was constructed. It may here be mentioned that since the opening of the Soulanges canal in 1899 the Beauharnois canal has ceased to be used for navigation and is under lease for power purposes only. The Hungry bay dyke has been in existence since 1856. The

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top of this dyke is maintained as a road. The Ste. Barbe dyke was constructed in 1889. At various locations along the lake shore, protection walls have been built outside the dykes.

Improvements made during the year include the resurfacing of the road along the Hungry Bay dyke in waterbound macadam over a distance of about one mile and three-quarters and the construction of boulder protection walls along the lake shore in the parishes of St. Anicet and Ste. Barbe.

(b) ST. LAWRENCE SHIP CANAL

For many years the question of the ultimate enlargement of the St. Lawrence canal system between lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

During recent years the work of completing definite plans for such an enterprise became necessary in order to enable the department to deal intelligently with proposals, by private corporations, for the development of isolated water-powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus, plans were evolved for a comprehensive development of the upper section of the river.

During the past season, two boring parties have continued the investigation of sub-surface conditions on the sites proposed for structures, and also at some other points where the rock elevation was considered desirable for a proper study of various schemes. During the summer of 1923 one survey party was employed in making additional surveys to supplement those already completed. This work, which has been carried out chiefly in the vicinity of Montreal, has consisted in the running of check levels and in measuring the discharge of the river near Iroquois. In the winter season this same party, with the assistance of the office staff, besides taking measurements through the ice, has kept accurate records of the ice formation in the international section of the river and has taken numerous cross-sections of the river to determine the amount of *frazil* deposited under the ice cover.

A small office staff has been maintained throughout the year. It has been employed in assisting the field staff in the compilation of all data in regard to ice formation, in the preparation of plans and profiles dealing with the effect of ice conditions on the international section of the river and in the making of economic studies and reports upon the project.

I have the honour to be, sir,

Your obedient servant,

A. E. DUBUC,
Chief Engineer.

G. A. BELL, Esq., C.M.G.,

Deputy Minister, Department of Railways and Canals,
Ottawa, Canada.

CANALS OF CANADA

Name	Location	Length in Miles	No. of Locks	Locks		
				Minimum dimensions		
				Length	Width	Depth
<i>St. Lawrence and Great Lakes</i>				Ft.	Ft.	Ft.
Lachine.....	Montreal to Lachine.....	8.50	5	270	45	14
Soulanges.....	Cascades Point to Coteau Landing	14.00	5	280	45	15
Cornwall.....	Cornwall to Dickinson's Landing	11.25	6	270	45	14
Farran's Point.....	Farran's Point Rapid.....	1.25	1	800	50	14
Rapide Plat.....	Rapide Plat, Morrisburg.....	3.66	2	270	45	14
Galops.....	Iroquois to Cardinal.....	7.33	3	800	50	14
Welland.....	Port Dalhousie, Lake Ontario to Port Colborne, Lake Erie.....	26.75	26	270	45	14
Sault Ste. Marie.....	St. Mary's Rapids, 47 miles west of Lake Huron.....	1.30	1	900	60	19
<i>Ottawa and Rideau Rivers</i>						
Ste. Anne Lock.....	Junction of St. Lawrence and Ottawa rivers.....	0.12	1	200	45	9
Carillon.....	Carillon rapids, Ottawa river.....	0.75	2	200	45	9
Grenville.....	Long Sault rapids, Ottawa river...	5.75	5	200	45	9
Rideau.....	Ottawa to Kingston.....	126.25	47	134	33	5
	Rideau Lake to Perth (Tay Branch).....	7.00	2	134	33	6.5
<i>Richelieu River</i>						
St. Ours Lock.....	St. Ours, Que.....	0.12	1	200	45	7
Chambly.....	Chambly to St. Johns, Que.....	12.00	9	118	22.5	7
<i>Lake Ontario to Georgian Bay</i>						
Murray.....	Isthmus of Murray, Bay of Quinté.	5.17	None			11
Trent.....	Trenton to Peterboro Lock, Peter- boro.....	89.0	18	175	33	8.4
	Peterboro Lock to Washago.....	114.6	23	134	33	6
	Sturgeon Lake to Port Perry (Seu- gog Branch).....	30.0	1	142	33	6
<i>Miscellaneous</i>						
St. Peters.....	St. Peters Bay to Bras d'Or Lakes, Cape Breton, N.S.....	0.49	1	300	48	18

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TABLE SHOWING THE DATES OF THE OPENING AND CLOSING OF THE CANALS FOR THE SEASONS 1920, 1921, 1922 AND 1923

Canals	1920		1921		1922		1923	
	Opened	Closed	Opened	Closed	Opened	Closed	Opened	Closed
Lachine.....	May 1	Dec. 11	April 18	Dec. 14	April 19	Dec. 13	May 1	Dec. 12
Soulanges.....	" 1	" 11	" 18	" 14	" 21	" 11	" 2	" 12
Cornwall.....	April 30	" 12	" 18	" 15	" 18	" 13	April 30	" 13
Williamsburg—								
Farran's Point.....	" 29	" 13	" 18	" 16	" 18	" 14	" 30	" 14
Rapide Plat.....	" 29	" 13	" 18	" 16	" 18	" 14	" 30	" 15
Galops.....	" 29	" 13	" 18	" 16	" 18	" 14	" 30	" 15
Welland.....	" 19	" 15	" 15	" 19	" 17	" 14	" 25	" 15
Sault Ste. Marie.....	" 23	" 22	" 9	" 16	" 17	" 24	May 1	" 26
Ste. Anne.....	" 19	Nov. 27	" 15	Nov. 30	May 1	Nov. 28	" 1	Nov. 30
Carillon.....	May 1	" 30	" 15	" 30	" 1	" 30	" 1	" 30
Grenville.....	" 1	" 30	" 15	" 30	" 1	" 30	" 1	" 30
Rideau—								
At Ottawa.....	" 1	" 30	May 1	" 30	" 1	" 30	" 1	" 30
At Kingston.....	" 1	" 29	" 1	" 15	" 1	" 21	" 1	" 30
Trent—								
Ont. Rice Lake Div., Lower Section.....	" 12	" 8	" 13	" 5	" 11	" 20	" 7	" 14
Trenton Bridge.....			April 14	Dec. 1	April 5	" 26	" 3	" 29
Ont. Rice Lake Div., Upper Section.....	" 3	Oct. 30	May 3	Nov. 10	May 12	" 17	" 7	" 16
Hastings to Rice Lake.....	" 12	Nov. 8	" 12	" 10	" 3	Oct. 29	" 6	" 6
Rice Lake to Peterboro.....	" 3	Oct. 30	April 23	" 26	" 5	Nov. 25	April 27	" 27
Peterboro to Lakefield.....	" 8	Nov. 20	" 29	" 8	" 13	" 4	May 17	" 10
Peterboro Lift Lock.....	" 1	" 20	May 12	" 7	" 20	" 4	" 17	" 8
Lakefield to Bobcaygeon.....	" 17	" 16	April 6	" 25	" 1	" 21	April 28	Dec. 1
Bobcaygeon to Rosedale.....	" 18	" 6	" 19	" 21	April 29	" 11	May 4	Nov. 15
Kirkfield Lift Lock.....	" 1	" 20	May 8	Oct. 6	May 20	Oct. 26	" 23	Oct. 25
Kirkfield to Lake Simcoe.....	April 24	" 13	" 8	" 11	" 18	" 28	" 16	" 26
Lake Simcoe to Orillia.....	May 8	Oct. 20	" 30	" 11	" 13	Nov. 10	" 23	" 26
Seuogog River to Lindsay Lock.....	" 14	" 19	" 20	Nov. 6	" 2	" 12	April 23	Dec. 4
Murray.....	April 12	Dec. 4	April 11	Dec. 5	" 1	" 30	" 24	" 8
St. Ours.....	" 22	Nov. 25	" 15	Nov. 30	" 1	" 30	May 2	Nov. 30
Chambly.....	May 1	Dec. 1	" 18	" 30	" 1	" 30	" 7	" 30
St. Peters.....	April 19	Jan. 10	" 19	Jan. 7	April 24	Jan. 6	" 7	Jan. 19
		1921		1922		1923		1924

TWENTIETH REPORT
OF THE
BOARD OF
RAILWAY COMMISSIONERS
FOR CANADA

FOR THE YEAR ENDING DECEMBER 31

1924

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1925

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

HON. F. B. CARVELL, K.C., *Chief Commissioner.*

S. J. McLEAN, M.A., LL.B., Ph.D., *Assistant Chief Commissioner.*

HON. W. B. NANTEL, K.C., LL.D., *Deputy Chief Commissioner.*

A. C. BOYCE, K.C., *Commissioner.*

C. LAWRENCE, *Commissioner.*

HON. FRANK OLIVER, *Commissioner.*

A. D. CARTWRIGHT,
Secretary.

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REPORT

OF THE

BOARD OF RAILWAY COMMISSIONERS

FOR CANADA

To the Governor in Council:

Pursuant to the provisions of section 31 of the Railway Act, 1919, the Board of Railway Commissioners for Canada has the honour to submit its Twentieth Report for the year ending December 31, 1924.

Since the publication of the last report there have been no amendments made to the Railway Act, 1919.

PUBLIC SITTINGS OF THE BOARD

During the year covered by the period from January 1, 1924, to December 31, 1924, the Board held 55 public sittings at which 235 applications were heard. The number of public sittings held in the various provinces were as follows:—

Provinces	Number
Ontario.....	27
Quebec.....	3
Manitoba.....	2
Saskatchewan.....	4
Alberta.....	7
British Columbia.....	6
Nova Scotia.....	2
New Brunswick.....	2
Prince Edward Island.....	2
Total.....	55

The applications include a great variety of matters falling within the jurisdiction of the Board under the Railway Act, varying from the complaint of a private individual to weightier matters of general public interest affecting the community as a whole.

FORMAL AND INFORMAL MATTERS

The number of informal matters dealt with by the Board, as distinguished from matters heard at public sittings, constitute a considerable percentage of the total applications and complaints dealt with by it; that is to say, of a total of 3,314 applications and complaints received and dealt with by the Board 93 per cent were disposed of without the necessity of such formal hearing. These informal complaints, dealt with and settled without the necessity of hearing, entail in many instances a considerable amount of inquiry and consideration on the part of the Board's officials, and cover a wide range of subjects, as, for example, a complaint of a more or less trivial nature to a matter of general public interest affecting the community as a whole, or involving the application of some general principle, regarding the railway rates.

RAILWAY GRADE CROSSING FUND

In accordance with the provisions of subsection (5) of section 262 of the Railway Act, 1919, provision was made that the sum of \$200,000 each year, for ten consecutive years from the 1st day of April, 1919, be appropriated and set apart from the consolidated revenue fund for the purpose of aiding actual construction work for the protection, safety and convenience of the public in respect of highway crossings of railways at rail level, in existence on the 1st day of April, 1909, the said sums to be placed to the credit of a special account to be known as "The Railway Grade Crossing Fund," to be applied by the Board, subject to certain limitations set out in the Act, solely towards the cost (not including that of maintenance and operation) of actual construction work for the purpose specified.

In dealing with such crossings, the Board issued, between the 1st day of April, 1909, and the 31st day of December, 1924, 593 orders, providing protection for 654 crossings as follows:—

By Automatic half interlocking plants (street railway protection).....	5
" closing crossings.....	27
" diversion highways.....	54
" diversion highway and bridge.....	1
" diversion highway and removal view obstruction.....	1
" electric bells.....	270
" electric bell and flash-light.....	1
" electric bell and removal view obstruction.....	2
" electric bell and wig-wag.....	73
" electric bell and wig-wag and removal of view obstruction.....	5
" easing curve on approach to highway bridge.....	1
" gates.....	120
" gates and half interlocker.....	1
" overhead bridges.....	26
" removal view obstructions.....	33
" removal view obstructions and reducing grade.....	1
" shelter.....	1
" subways.....	58
" towers.....	3
" wig-wags.....	13

It will be seen by comparing the total number of crossings protected with the Nineteenth Annual Report of the Board, that the increase for the twelve months ending December 31, 1924, in the number of crossings protected, number 40, made up as follows:—

By automatic half interlocking plants (street railway protection).....	3
" closing crossings.....	4
" diversion highways.....	7
" electric bells.....	5
" electric bell and wig-wag.....	11
" gates.....	2
" removal view obstruction.....	12
" overhead bridges.....	1

NOTE.—Forty crossings and forty-five protections consequent on account of double wig-wags at two crossings, and three diversions closing four crossings.

It will be noted that under the new consolidated Railway Act provision is made that the total amount of money to be apportioned and directed and ordered by the Board to be payable from the annual appropriation, shall not in the case of any one crossing exceed twenty-five per cent of the cost of the actual construction work in providing such protection, and shall not in any such cases exceed the sum of \$15,000, and that no such money shall in any one year be applied to more than six crossings on any one railway in any one municipality, or more than once in any one year to any one crossing.

Subsection (3) of section 262 of the consolidated Railway Act provides that in case any province contributes towards the said fund, the Board may apportion, direct and order payment out of the amount so contributed by such province, subject to any conditions and restrictions made and imposed by such province in respect of its contribution.

GENERAL ORDERS

The following is a brief summary of some of the matters dealt with under the Board's General Orders:—

Direction that all railway companies subject to the Board's jurisdiction, within thirty days from the date of the Board's General Order No. 388, publish an amendment to their Official Distance Tariffs issued in compliance with the Board's Order No. 5954, by adding thereto a rule that in computing the distance governing traffic handled under mileage rates from loading sidings not named therein, the mileage applicable from the nearest station shall be used; also that the companies publish, where not already done, a clause to the effect that in computing distance rates under the tariff, distances shown in the Official Distance Table and supplements thereto and reissue thereof, will apply.

Direction that the Board's General Order No. 78, dated July 14, 1911, should be amended by striking out clause 36 thereof, and substituting therefor a special clause covering water and lubricator glass shields, as detailed in the order; and that the changes in said appurtenances should be made not later than January 1, 1926; also exempting certain railways from the operation of the said order.

Direction that the maximum stop-off charge for milling grain in transit at stations within Canada shall be 1 cent per 100 pounds, regardless of the final destination of such traffic; and that all railway companies subject to the Board's jurisdiction shall amend their tariffs accordingly, effective not later than the 11th February, 1924; the said rate, however, not to be retroactive.

Direction that all railway companies subject to the Board's jurisdiction, who publish tariffs covering milling-in-transit arrangements on grain, shall, effective not later than February 25, 1924, amend their tariffs extending the same arrangement to peas produced in Canada for milling or other treatment.

Direction that the Board's General Order No. 78, dated July 14, 1911, be amended by striking out clauses 5, 11, 18, and 19 dealing respectively with flues to be removed, lagging to be removed, method of testing flexible stay bolts with caps, and method of testing flexible stay bolts without caps; and rescinding the Board's General Orders Nos. 106 and 178.

Order directing that Shipping Container Specifications Nos. 14, 15 and 16 be amended to permit the use of steel corrugated fasteners driven across the joints outside, in addition to the present requirements, when the sides, ends, tops and bottoms of boxes are made of more than one piece.

Order directing that the time within which changes and instructions in certain general train and interlocking rules may become effective be extended to August 1, 1924; and that, in the interval, all railway companies carrying such special Instruction "E" in their time-table file the same with the Board for approval under section 293 of the Railway Act, 1919.

Direction of the Board in the matter of Rules and Regulations Governing the Construction and Filing of Freight and Passenger Schedules with the Board, effective June 1, 1924; and rescinding certain order of the Board as therein set forth.

Direction of the Board in the matter of the form of free or reduced rate transportation returns filed with the Board, and providing that such returns to be filed with the Board by each company subject to its jurisdiction, shall comprise the particulars enumerated in the order, also providing further that the company shall keep records available and convenient for examination of such data and information as will justify the lawful issue of all or any of the free or reduced rate transportation issued by the company, and providing what shall be contained in the affidavit of verification covering all such returns.

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General direction that all railway companies subject to the Board's jurisdiction who publish tariffs containing rates on ex-lake grain when milled, bagged, cleaned, or clipped at lake ports or in transit and reshipped to Atlantic seaboard ports for export shall, effective not later than May 26, 1924, amend the said tariffs by publishing the rates set out in the Board's General Order No. 400.

Order of the Board that all railway companies subject to its jurisdiction shall adopt and put into force, not later than June 30, 1925, the Rules and Regulations for Safety Appliances on Electric Locomotives in Road and Switching Service, as designated in schedule attached to the order.

Direction of the Board that all railway companies subject to its jurisdiction install electric lights in the classification and marker lamps of all locomotive engines in service which are, or may be in the future, equipped with electric light installations; this to be done not later than December 31, 1925.

Direction of the Board that all railway companies subject to its jurisdiction, with certain exceptions, equip all locomotives of 100,000 pounds, or over, with hand-rails on the sides of the cabs above the windows, near the top of the cab, and running the entire length of the same, and to continue across the front of the cab; and other details as set out in the order. General Order No. 171 rescinded.

Direction of the Board that foreign railway companies not owning, controlling or operating lines of railway in Canada shall not be required to file passenger tariffs with the Board; also that they shall not be required to file passenger tariffs with the Board specifying the fares to be charged between points in the United States through Canada; and that concurrences from intermediate Canadian carriers in passenger tariffs specifying the fares to be charged from points in Canada to points in the United States, be filed with the Board.

Direction of the Board that certain tariffs filed under the Crowsnest Pass Agreement by the Canadian Pacific and Canadian National Railways, be disallowed and withdrawn from operation within fifteen days from the date of the order.

Direction of the Board that the present requirement of railway companies that freight, in less than carload quantities, weighing 2,000 pounds or over per piece or package, loaded in box-cars by owners, shall, when necessary, be blocked, braced, or staked for safe transportation by such owners, be continued.

GENERAL DECISIONS AND RULINGS OF THE BOARD

Submitted herewith, epitomised, are some of the more important matters dealt with by the Board at its public sittings for the year ending December 31, 1924. For other principal judgments of the Board see appendix "A" to this report.

CITY OF SWIFT CURRENT V. CANADIAN PACIFIC RAILWAY COMPANY

Railway Crossed by Highway—Railway Yard—Closed Road Allowance—Overhead Footbridge

The Board refused an application by a municipality to open a level foot crossing over sixteen tracks of the Canadian Pacific Railway yard in Swift Current at a place where a road allowance had been closed and conveyed to the railway company, making the railway senior. Permission was given to erect an overhead footbridge at the applicant's expense, towards the cost of which \$7,000, the railway company offered to contribute \$2,500 as a matter of goodwill.

The facts are fully set out in the Judgment of the Chief Commissioner, dated February 1, 1924, concurred in by Mr. Commissioners Oliver and Lawrence.—Can. Ry. Cas., Vol. 29, p. 183.

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A. R. WILLIAMS MACHINERY CO. V. CANADIAN CAR DEMURRAGE BUREAU

Demurrage—Siding—Snow and Ice-Unloading

The demurrage rules are of general application but contain no provisions for exemptions under exceptional conditions giving rise to individual cases of hardship.

Where a railway permits persons to take delivery of C.L. shipments from its siding provided it is kept clear of snow and ice, such persons are liable for the demurrage which accrues due to their inability to take delivery on account of the difficulty of keeping the siding clear of snow and ice. The fact that there were empty cars on the siding during the time demurrage was charged for delay in unloading another car, has no bearing on the assessment of demurrage.

The facts are fully set out in the ruling of the Board, dated February 26, 1924.—Can. Ry. Cas., Vol. 29, p. 306.

CANADA CEMENT CO. V. C.N.R., C.P.R. AND M.C.R.

Tolls—Carload—Gypsum Rock

The Board refused an application for a rate on gypsum rock in carloads from Caledonia, Ont., to Montreal and Ottawa on a basis not exceeding the rate on crushed stone.

(Railway Ass'n v. Mfrs. Ass'n., 26 C.R.C. 130, at p. 143, referred to.)

The facts are fully set out in the Judgment of Assistant Chief Commissioner McLean, dated February 28, 1924, concurred in by Mr. Commissioner Boyce.—Can. Ry. Cas., Vol. 29, p. 228.

CITY OF HAMILTON V. HAMILTON STREET RAILWAY COMPANY AND TORONTO,
HAMILTON AND BUFFALO RAILWAY COMPANY*Highway Crossed by Railway—Protection—Senior and Junior Rule—Increased Street Traffic—Further Protection—Apportionment of Cost.*

Protection installed at the time of construction of a railway crossing at the intersection of two highways is not applicable to street traffic subsequently increasing to such an extent as to make further protection necessary and the senior and junior rule does not apply but the cost of further protection required will be apportioned between the municipality and the railway companies concerned.

(City of Montreal v. G.T.R., 12 C.R.C. at 445, followed.)

The facts are fully set out in the Judgment of Mr. Commissioner Boyce, dated March 15, 1924, concurred in by the Chief Commissioner.—Can. Ry. Cas., Vol. 29, p. 184.

TOWN OF TILSONBURG *et al* V. MICHIGAN CENTRAL RAILWAY COMPANY *et al**Jurisdiction—Spur—Repair—Railways—Provincial—Dominion—Agreement.*

The Board has no jurisdiction under section 6 (c) to order a provincial railway company to repair the tracks of a spur over which three Dominion railways move cars under an agreement to which the provincial railway company is not a party.

The facts are fully set out in the Judgment of the Chief Commissioner, dated April 26, 1924, concurred in by the Assistant Chief Commissioner, and Mr. Commissioners Oliver and Lawrence.—Can. Ry. Cas., Vol. 29, p. 179.

F. F. DALLEY & CO. V. CANADIAN FREIGHT ASSOCIATION

Tolls—Commodity—Cancellation—Traffic—Competition.

The Board approved the cancellation of commodity rates on shoe and stove polish or blacking.

Commodity rates are usually established where the classification ratings are too high to enable the traffic to move freely; where the traffic moves in very large volume in carload quantities; to meet market, water or railroad competition, to develop business and increase the revenue of the carriers.

The facts are fully set out in the report of the Board's Chief Traffic Officer, Mr. W. E. Campbell, issuing as the Judgment of the Board, dated May 12, 1924.—Can. Ry. Cas., Vol. 29, p. 232.

HUDSON'S BAY CO. V. CANADIAN FREIGHT ASSOCIATION

Classification—Chesterfields—Component Parts—Cushions—Furniture.

Loose spring cushions for chesterfields, chairs, etc., not shipped with the other components of the furniture of which they form a part, are classified as cushions and not as furniture.

The facts are fully set out in the Judgment of Assistant Chief Commissioner McLean, dated October 6, 1924, concurred in by Mr. Commissioner Boyce, Mr. Commissioner Oliver dissenting.—Can. Ry. Cas., Vol. 29, p. 192.

RE CROWSNEST PASS RATES

Tolls—Increase—Jurisdiction—Construction of Statutes—Agreement—Railway Act, 1919, Section 325 (5)—60-61 Victoria, Chapter 5—12-13 George V, Chapter 41.

By an agreement known as the Crowsnest Pass Agreement between the Government of Canada and the Canadian Pacific Railway Company, made September 6, 1897, pursuant to the Act, 60-61 Victoria, chapter 5, it was provided that the company should make certain reductions on specified commodities from Fort William and points east of Fort William to points west of Fort William and should thereafter charge no higher rates between those points; also that it should make a specified reduction in rates on grain from points west of Fort William to Fort William and points east and thereafter charge no higher rates than those thus established.

Competition compelled other railways to meet the reductions thus imposed upon the Canadian Pacific and a few years later the general scale of rates with minor exceptions were reduced below the Crowsnest scale, remaining below such scale until the advances granted in the Increase in Rates Case (15 per cent advance), 22 C.R.C. 49, which advance was granted by the Board as a result of the very large increase in the cost of labour and materials. In this judgment the Board held that it was bound by the limitations of the Crowsnest Agreement. An appeal from this decision to the Supreme Court of Canada was taken, but stood over by agreement of the parties.

Further increase in wages under the McAdoo award (so-called) led to the granting of the so-called 25 per cent advance by the Governor in Council under the War Measures Act in August, 1918, which resulted in higher tolls than those fixed by the agreement.

The Railway Act of 1919 contained a provision in section 325 (5), removing all doubts as to the Board's powers to fix rates without regard to any limitations. This provision was made effective for three years from July 7, 1919, and thereafter was continued under later legislation (12-13 George 5, Chapter

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41) until July 6, 1924. While it was in effect the Board granted a further increase known as the 40 per cent advance. Subsequently, certain reductions were made effective but on July 6, 1924, the general rate basis, including that applicable to Crowsnest commodities was very much above the Crowsnest scale.

Effective July 7, 1924, the Canadian National Railways and the Canadian Pacific filed tariffs fixing rates in accordance with the agreement, as applied to the conditions existing when the agreement was made, contending that, though the agreement was again operative, the Crowsnest rates did not apply to stations or railway lines not in existence in 1897. The result was discrimination between stations, between commodities and between eastbound and westbound movements.

Held (per McKeown, Chief Commissioner, Nantel, Deputy Chief Commissioner, and Boyce and Lawrence, Commissioners; McLean, Assistant Chief Commissioner and Commissioner Oliver, dissenting) that the Act, 60-61 Victoria chapter 5, is not a Special Act within the meaning of the Railway Act, 1919, chapter 68, section 3; nor if it is a special Act within section 3 does it deal with rates but only with conditions upon which a subsidy may be granted; and therefore the Board, by virtue of the general Railway Act subsequently passed, has power to disallow tariffs of rates filed by railway companies in compliance with the agreement.

The Board having found that the rates provided for by the Crowsnest Pass Agreement would be not more than 35 per cent to 60 per cent of adequate, fair and reasonable rates under existing conditions and would be unjust to competing railways which were not parties to the agreement; that the rates set out in the tariffs filed by all railways effective July 7, 1924, were discriminatory and detrimental; and that the rates previously in effect were equitable, fair and reasonable, ordered that the tariffs effective July 7, 1924, be disallowed and that the rates in force July 6, 1924, be restored as to all railways, notwithstanding that they were not in accord with the terms of the agreement of the Canadian Pacific.

Per McLean, Assistant Chief Commissioner (dissenting): The terms of section 325 (5) of the Railway Act, 1919, and of 12-13 George V., chapter 41 (1922), indicate that Parliament regarded the Act 60-61 Victoria chapter 5 as a Special Act limiting the powers of the Board and in any event grain and flour rates are controlled by the legislation of 1922.

Per Commissioner Oliver (dissenting): The Crowsnest Act is a Special Act limiting the powers of the Board as to rates; the rates set out in the agreement apply to all stations, lines and connections of the Canadian Pacific Railway in Canada; and to prevent discrimination, the Board should apply them to all other railways in Canada as well.

Vancouver Interior Tolls Case, 7 C.R.C. 125, and Increase in Rate Case, 22 C.R.C. 49, considered and not followed in so far as they may be held to decide that the Board cannot authorize rates in excess of the maxima fixed by the Crowsnest Pass Agreement.

The facts are fully set out in the Judgment of Mr. Commissioner Boyce, dated October 14, 1924, concurred in by the Chief Commissioner, Deputy Chief Commissioner, and Mr. Commissioner Lawrence, the Assistant Chief Commissioner and Mr. Commissioner Oliver dissenting.—Can. Ry. Cas., Vol. 29, p. 238.

NORTH BATTLEFORD BOARD OF TRADE V. CANADIAN NATIONAL RAILWAYS AND
CANADIAN PACIFIC RAILWAY COMPANY

*Interswitching—Railway Act, Sections 312 (e), 253 (1)—Municipality—
Application—Locus Standi*

Applications for interchange tracks come under section 253 and not under section 312 (e).

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A municipal corporation or other public body or person is not "interested" within the meaning of section 253 (1) so as to enable it to apply to the Board for an interchange order unless the tracks or lines of the two railways run through the same city, town or village.

The Board held that it had no power to entertain an application of the town of North Battleford for an order for the construction of a transfer track between a point at or near Cutknife on the Canadian Pacific Railway and a point at or near Rossman on the Canadian National Railway.

The facts are fully set out in the Judgment of Mr. Commissioner Boyce, dated October 27, 1924, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Oliver.—Can. Ry. Cas., Vol. 29, p. 196.

TOWN OF PEMBROKE V. CANADIAN PACIFIC RAILWAY AND CANADIAN
NATIONAL RAILWAY

Interswitching—Justification—Railways—Detriment—Benefit

Where conditions in a municipality are such as to necessitate and justify interchange facilities, such facilities will be ordered although one railway company will benefit greatly to the detriment of the other. The Board ordered interchange facilities to be provided (at the sole expense of the Canadian Northern Railway) between the Canadian Pacific Railway and Canadian Northern Railway at Pembroke, where, with one exception, all the private sidings were on the Canadian Pacific Railway.

The facts are fully set out in the Judgment of Assistant Chief Commissioner McLean, dated November 18, 1924, concurred in by Mr. Commissioner Boyce.—Can. Ry. Cas., Vol. 29, p. 202.

DEMURRAGE—CANADIAN CAR DEMURRAGE BUREAU V. CITY OF GRANBY, P.Q.

*Demurrage—Rules—Exceptions—Private Cars—Private Tracks—Owner—Road
Surfacing Material—Weather Roads*

Cars not owned by the consignee or the person on whose tracks they are delayed under load are not exempted from the demurrage rules. Where inclement weather does not render the unloading of a commodity impracticable or expose it to damage but delays its use for the purpose intended, additional free time will not be allowed.

The Board ruled (1) that private cars held under load on private tracks not owned by the consignee do not come under the exception "a" to the Demurrage Rules (24 C.R.C. 196); (2) that free time allowed by demurrage rule 5-a does not apply where a consignee delays in unloading road surfacing material until the roads become sufficiently dry to lay it.

The facts are fully set out in the report of the Chief Traffic Officer, dated September 15, 1924, adopted as the judgment of the Board—C.R.C., Vol. 29, p. 313.

CLASSIFICATION.—VANCOUVER MACHINERY DEPOT V. CANADIAN FREIGHT ASSOCIATION

Classification—Freight—Weight—Loading

Rule 12 of the C.F.C. "Freight weighing 2,000 pounds or over, per piece or package; also all freight in 6th, 7th, 8th, 9th or 10th classes must be loaded and unloaded by the owners" which is of long standing, substantially since 1890, is reasonable in its provisions and should not be amended.

Per Mr. Commissioner Oliver, dissenting. The rule should be amended by providing that a representative of the carrier should be present either to supervise the loading or to immediately approve its completion on due notice to it by the shipper of the time when he intends to load.

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The facts are fully set out in the Judgment of the Assistant Chief Commissioner, dated November 14, 1923, concurred in by Mr. Commissioner Boyce.—C.R.C., Vol. 29, p. 317.

TOLLS—INCREASE.—UNION BAG AND PAPER CORPORATION V. CANADIAN FREIGHT ASSOCIATION

Tolls—Increase—Tariffs—Pulpwood

The increase of 15 per cent on pulpwood from Canadian points to points in the United States in tariffs issued under the general order No. 212, January 15, 1917, is not illegal. At the time the shipments moved, it was the practice to have pulpwood from Canada to the United States move under tariffs separate and distinct from those covering lumber and forest products.

(G.T. and C.P.R. Cos. v. Canadian & British American Oil Co., 14 C.R.C. 201; (1914), A.C. 1022; St. Lawrence Pulp & Lumber Corporation v. C.P.R. Co., 24 C.R.C. 107, referred to.)

The facts are fully set out in the Judgment of the Assistant Chief Commissioner, dated November 14, 1923, concurred in by Mr. Commissioner Boyce.—C.R.C., Vol. 29, p. 317.

TOLLS—TEMPORARY—GRAND PRAIRIE BOARD OF TRADE *et al* V. CANADIAN PACIFIC RAILWAY COMPANY *et al*

Tolls—Temporary—Removal—Deficit—Crowsnest Rates—Application—Just—Reasonable—Leased Railway—Feeder—Revenue—Costs—Tonnage.

Where the scale of mountain rates was temporarily applied to the E. D. and B. C. and Canada Central Railways though not operating in a mountainous district, to enable them to provide sufficient revenue for proper operation, the Board refused to abolish these rates when to do so would have added greatly to their annual deficits.

The Crowsnest rate being the result of special legislation, twenty-seven years ago, under conditions different from those now existing, is no criterion of a just and reasonable rate in any other portion of Canada and cannot be applied when it would be unjust or unreasonable either to the company or the public.

Per Mr. Commissioner Oliver, dissenting: The E. D. and B. C. and Canada Central Railways operated by the Canadian Pacific Railway under lease with option to purchase, and acting as feeders for its main line, form part of the Canadian Pacific Railway system and the Canadian Pacific Railway cannot successfully oppose an application for reduction of rates merely "on the ground that the operating costs of the railways are greater than their earnings."

Mountain rates hitherto in effect on the E. D. and B. C. and Canada Central Railways were granted and maintained as a temporary measure pending the completion and proper conditioning of the road and these having been accomplished should be removed.

Where it has been established that high rates mean decreased tonnage it is to be reasonably inferred that adequately decreased rates would mean increased tonnage.

The facts are fully set out in the judgment of the Chief Commissioner, dated January 17, 1924, concurred in by Mr. Commissioner Lawrence.—C.R.C., Vol. 29, p. 324.

TOLLS—MILLING-IN-TRANSIT—DOMINION MILLERS' ASSOCIATION V. CANADIAN
FREIGHT ASSOCIATION

Tolls—Milling-in-Transit—Stop Over Privilege—Uniform—Destination

The uniform toll fixed by the Board for stop over privilege for milling-in-transit is the maximum to be applied irrespective of the destination of the flour.

(See Winnipeg and Montreal Boards of Trade *et al v. Canadian Pacific Ry. Co. et al*, 27 C.R.C. 138.)

The facts are fully set out in the Judgment of the Chief Commissioner, dated January 29, 1924, concurred in by the Assistant Chief Commissioner and Mr. Commissioner Lawrence.—C.R.C., Vol. 29, p. 339.

TELEPHONES—TOLLS—QUEBEC FARMERS' TELEPHONE COMPANY V. BELL TELEPHONE
COMPANY

Telephones—Agreement—Tolls—Commutation

Where under a connecting agreement entered into between telephone companies a rate per message has been stipulated, it is not open to one of the parties to commute the interchange service to its patrons on a flat rate.

The facts are fully set out in the Judgment of the Chief Commissioner, dated May 13, 1924, concurred in by Mr. Commissioner Boyce—C.R.C., Vol. 29, p. 341.

APPEALS FROM DECISIONS OF THE BOARD

For the year ending December 31, 1924, there were two appeals to the Governor in Council and two appeals to the Supreme Court of Canada, from the decisions of the Board.

With reference to the appeals to the Governor in Council, the following are the appeals and the disposition thereof:—

(1) Appeal of the Niagara St. Catharines and Toronto Railway Company against order of the Board No. 33190, dated December 1, 1922, relative to the relocation of the company's line on Oak and Merritt streets, in the town of Merritt, Ont.—Pending.

(2) Appeal of the Governments of the provinces of Alberta, Saskatchewan and Manitoba, from the General Order of the Board No. 408, dated October 14, 1922, with regard to the Crowsnest Pass rates.—Pending.

With reference to the Supreme Court, the following are the appeals and disposition thereof:—

(1) Application of the Luscar Collieries, Limited, for leave to appeal to the Supreme Court of Canada on the question of jurisdiction from the order of the Board dated May 23, 1924, in the matter of the Luscar Collieries, Limited vs. N. S. McDonald and the Canadian National Railways.—Pending.

(2) Appeal of the Governments of the provinces of Alberta, Saskatchewan and Manitoba, on the question of jurisdiction from the General Order of the Board No. 408, dated October 14, 1924, with regard to the Crowsnest Pass rates.—Pending.

ORDERS, GENERAL ORDERS AND CIRCULARS

The total number of orders issued for the year ending December 31, 1924, was 1,070. The number of general circulars issued by the Board, directed to all railway companies subject to its jurisdiction, was 2. The general orders as distinguished from other orders of the Board are those affecting all railway companies subject to its jurisdiction, and are 26 in number for the year.

A list of the general orders and circulars for the year ending December 31, 1924, will be found compiled under appendix "G" to this report.

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APPLICATIONS TO THE BOARD

The total number of applications, including informal complaints made to the Board for the year ending December 31, 1924, was 3,314.

TRAFFIC DEPARTMENT OF THE BOARD

In the Traffic Department of the Board the number of tariffs received and filed for the year ending December 31, 1924, was as follows:—

Freight tariffs, including supplements.....	61,071
Passenger tariffs, including supplements.....	9,240
Express tariffs, including supplements.....	984
Telephone tariffs, including supplements.....	884
Sleeping and parlour car tariffs, including supplements.....	240
Telegraph tariffs and supplements.....	25
	<hr/>
	72,444

The total number of schedules filed from February 1, 1904, to December 31, 1924, was 1,273,889.

The details of the tariffs will be found under appendix "B" to this report.

ENGINEERING DEPARTMENT OF THE BOARD

In the Engineering Department of the Board a large number of inspections were made covering the whole Dominion. These inspections for the year ending December 31, 1924, number 320, and cover inspections for the opening of a railway for the carriage of traffic, inspections of culverts, highway crossings, cattle guards, road crossings, bridges, subways, and general inspections falling within the scope of the work of the Engineering Department.

Under appendix "C" will be found a detailed report of the Chief Engineer.

OPERATING DEPARTMENT OF THE BOARD

Under the work of this department is included the inspection of locomotive boilers and their appurtenances, the inspection of safety appliances on cars and locomotives, the investigations into accidents causing personal injury or loss of life, the reporting on the locations of stations, matters of protection at highway crossings, and train and station service performed by the railway companies.

Under appendix "D" will be found a full and detailed report of the Chief Operating Officer of the department.

ACCIDENTS AND ACCIDENT INVESTIGATIONS

On reference to the report of the Board's Chief Operating Officer, it will be seen that accidents to the number of 2,834, covering 318 persons killed and 3,254 persons injured, were reported to the Board during the year ending December, 1924, as compared with 3,187 accidents reported for the year 1923, covering 295 persons killed and 3,597 persons injured.

The figures given show:—

(1) Fifteen passengers killed for the year ending December, 1923, and 17 passengers killed for the year ending December, 1924, an increase of 2, and the number of passengers injured was 558 in 1923, as compared with 385 in 1924, a decrease of 173.

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(2) The number of employees killed was 122 in 1923 and 107 in 1924, a decrease of 15, and the number of employees injured was 2,542 in 1923, as compared with 2,398 in 1924, a decrease of 144.

(3) The number of others killed was 158 in the year 1923, and 194 in the year 1924, an increase of 36, and the number of others injured was 497 in 1923, as compared with 471 in 1924, a decrease of 26.

It is pointed out that out of the 194 others killed, 84, or 43 per cent, were trespassers, and that out of the 471 others injured, 109, or 23 per cent, were trespassers.

It will be noted that of what may be termed preventable loss there were 84 killed under the heading "trespassers" and 109 injured. This is an increase of 8 in the number of killed and increase of 11 in the number of injured, as compared with the year ending December, 1923.

The following table shows the total by provinces as regards trespassers killed and injured for the year ending December, 1924:—

Province	Killed	Injured
Nova Scotia.....	4	7
New Brunswick.....	3	1
Quebec.....	13	22
Ontario.....	40	41
Manitoba.....	5	12
Saskatchewan.....	4	4
Alberta.....	6	10
British Columbia.....	9	12
Totals.....	84	109

Attention is again directed to the statement setting out in detail the situation as regards highway crossing accidents during the past five years. It will be observed therefrom that there has been a total of 1,051 accidents, covering 362 persons killed and 1,279 injured.

Crossings protected by gates accounted for 26 killed and 72 injured.

Crossings protected by bell accounted for 48 killed and 162 injured.

Crossings protected by watchmen accounted for 7 killed and 38 injured.

Crossings unprotected accounted for 281 killed and 1,007 injured.

There have been 258 accidents at protected crossings covering 81 persons killed and 272 persons injured, and at unprotected crossings there have been 793 accidents, covering 281 persons killed and 1,007 persons injured.

During the year ending December, 1924, there were 240 accidents at highway crossings, reported to the Board, covering 94 persons killed and 287 injured, as compared with 244 accidents in 1923, covering 64 persons killed and 326 persons injured.

Automobile accidents totalled 168, divided as follows:—

At crossings protected by gates.....	2
At crossings protected by watchmen.....	3
At crossings protected by bell.....	30
At crossings unprotected.....	133

Horse and rig accidents numbered 37, made up as follows:—

Gates.....	1
Watchmen.....	1
Bell.....	4
Unprotected.....	31

Pedestrian accidents numbered 42, as follows:—

Gates.....	21
Watchmen.....	1
Bell.....	4
Unprotected.....	16

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There were 247 highway crossing accidents investigated of which number 67 occurred at protected crossings, leaving unprotected crossings to account for 180 accidents.

Full particulars of passengers and employees killed and injured, and other general information in regard to trespassers killed and injured, accidents at protected and unprotected crossings, etc., will be found under appendix "D."

FIRE INSPECTION DEPARTMENT OF THE BOARD

As in previous years, local inspection continues to be handled under co-operative arrangements made with the several Dominion and provincial forest services. During the year 124 officials and employees of such forest services were deputized to act ex-officio as officers of the Board's Fire Inspection Department.

During the fire season of 1924, a grand total of 1,173 fires from all causes were reported as having originated within 300 feet of railway lines in forested territory along railways subject to the jurisdiction of the Board, which now extends to some 97 per cent of the railway mileage of the Dominion.

Of the grand total, 499 fires burned over less than one-fourth acre each, doing no damage, while 674 larger fires are reported to have burned over 33,942 acres and destroyed forest growth, and forest products and other property valued at \$168,941.

Of the grand total, 82.30 per cent are definitely attributed to railway agencies, 8.30 per cent to known causes other than railways, and 9.40 per cent to unknown causes.

Of the total area burned over, 89.73 per cent is chargeable to railway causes, 7.93 per cent to known causes other than railways, and 2.34 per cent to unknown causes.

Of the total damage, 75.86 per cent is chargeable to railway causes, 7.03 per cent to known causes other than railways, and 17.11 per cent to unknown causes.

Of the 963 fires which the railways are definitely charged with having caused, 698 are attributed to sparks from locomotives and 265 fires to employees.

During the fire season of 1924, officers of the Fire Inspection Department inspected the fire-protective appliances on 3,735 locomotives. Of this total, only 3.3 per cent were found defective.

In accordance with the fire-guard-requirements, 10,598.56 miles of fire-guards were constructed or maintained in non-forested sections of the Prairie Provinces.

Under appendix "E" will be found the Chief Fire Inspector's report, together with summaries of fire reports, inspection of locomotives and fire-guard construction.

STAFF

The following changes have taken place in the staff of the Board during the year ending December 31, 1924:—

In the Engineering Department, the Chief Engineer, Mr. G. A. Mountain, retired under the provisions of the Calder Act, the vacancy thus created being filled by the promotion of Mr. T. L. Simmons, formerly Assistant Chief Engineer of the Board, and the promotion of Mr. H. A. K. Drury to the position of Assistant Chief Engineer.

In the Operating Department of the Board, Mr. James Ogilvie, Mechanical Appliance Specialist, retired under the provisions of the Calder Act. The vacancy, thus created, has not yet been filled.

Mr. J. A. LaFontaine, Inspector of Railroad Operation, was appointed to fill the vacancy created by the death of Mr. E. C. Lalonde.

Mr. D. Robertson was transferred from Winnipeg to Toronto to fill the vacancy created by the death of James Clarke, Inspector of Railroad Operation.

Mr. H. H. Ward, Head Clerk, resigned, the vacancy, thus created, being filled by the promotion of Mr. John Timmins.

Mr. C. M. Parker, Senior Clerk Stenographer, resigned.

In the Record Department of the Board, Mr. W. A. Jamieson, Principal Clerk, retired under the provisions of the Calder Act. The vacancy thus created has not yet been filled.

In the traffic Department, Mr. H. W. Messinger retired under the provisions of the Calder Act.

In the Secretary's Department, Miss Lydia J. Lewis retired under the provisions of the Calder Act.

OBITUARY

It is with deep regret that this Board has to announce the death of its late Chief Commissioner, the Hon. Frank B. Carvell, K.C., and former Minister of Public Works, who died suddenly at Woodstock, N.B., on August 9, 1924.

The Hon. Mr. Carvell was appointed to the position of Chief Commissioner of the Board on August 3, 1919, and had thus served in this capacity five years. During this period he was untiring and indefatigable in the discharge of the duties appertaining to the office. His executive ability was unquestioned, and his decisions were marked with sound common sense.

The vacancy caused by his death has been filled by the appointment on September 12, 1924, of the Hon. Harrison Andrew McKeown, K.C., who resigned office as Chief Justice of the Supreme Court of New Brunswick to become Chief Commissioner of the Board.

ROUTINE WORK OF THE BOARD

RECORD DEPARTMENT

Below is given a table setting forth the number of applications, filings and letters received during the year ending December 31, 1924, together with the number of orders issued:—

Number of applications made.....	3,314
Number of filings received during the year.....	34,654
Number of outgoing letters during the year.....	24,305
Number of orders issued during the year.....	1,097

STATEMENT showing the applications made to the Board under the various Sections of the Railway Act, for the year ending December 31, 1924.

Sections of the Ry. Act.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Rescinding of Orders, Section 34	1	3	4	3	4	2	5	2	2	1	2	7	36
Extension of time, Section 41				1	3		2	4		1		1	12
Location of line, Sections 167-177	2	1	2	6	4	5	2	3	2	4		2	33
Route Map, Section 167			2		1	1							4
Correction plans, Section 174									1				1
Ry. as constructed, Section 175		1	1	1	2	6	1	8	1	4	2	1	28
Mines and Minerals, Sections 194-198									1			2	3
Expropriation of lands, Sections 189-192	2			1			1	1		1			6
Appeals to Supreme Court				1				1					2
Compensation for damage, Sections 213-221	1		1				3	1					6

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STATEMENT showing the applications made to the Board under the various Sections of the Railway Act, for the year ending December 31, 1924.—*Con.*

Sections of the Rly. Act	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Branch lines railway, Sections 180-187	6	13	10	20	11	8	9	12	10	16	7	12	134
Railway Crossings and Jct., Sections 252-251					1		4	2	1	3	3	3	17
Interlocking appliances, Section 252	2				2		4		2			3	13
Highway Crossings, Sections 253-267	17	15	18	21	12	11	22	10	23	36	19	19	223
Highway Diversion, Section 256	2	1	2	6		2	2	9	2	8	4	3	41
Protection at crossing, Sections 257-267	21	4	9	20	15	17	20	19	25	10	21	19	200
Telg. and Tel. Lines, Section 367	1					2	2	1					6
Telg. and Tel. Connections, Section 371		1					2						3
Telephone Wire, Section 372 (Crossings)											1		1
Power Wire Crossing, Section 373	1	2	2	3			1			2			11
Telephone agreement, Section 375	17	19	31	14	45	21	36	17	8	22	19	15	264
Canals, Ditches, etc., Sections 268-271								1	1		1		3
Sewers, Section 269	1			1			1						3
Culverts, Section 269			2	1	2			2					7
Farm crossings, Sections 272-273	1	2	2	3	4	1	1	2		2	2	1	21
Cattleguards, Section 274				2				2	1				5
Fencing of Right of Way, Section 274	1	30		3	4	2	2	8	3			2	55
Snow fences, Section 203						4							4
Bridges, Sections 249-251	1	1	11	11	6	15	19	1	3	6	5	4	83
Tunnels, Sections 249-251	1	2	3		1	1		3	1	6			18
Stations, Section 188	1	1	2	12	11	2	5	3	3	11	1	3	55
Condition of Stations, Sec. 188				3									3
Station accommodation, station agents	2	3	9	5	1	2	14	10	5	3	8	4	66
Opening of railway, Sections 276-277		2		1		2	1	2	7	3	4	3	25
Condition of railway, Section 283		3	2		1	2	1	1	1		1	2	14
Rolling stock, Sections 298-301		1	2	3	2	4	1		6	4	4	4	31
Train service	5	1	4	6	5	1	6		4	7	1	1	41
Working of trains, Section 287			2	2	4		2		5	1	4	3	23
Accommodation for traffic, Section 312	7	6	9	8	14	10	4	6	5	12	11	5	97
Accident Reports, Sections 253-256	65	74	44	60	53	54	60	55	85	71	55	84	760
Fires from locomotives, Sections 280-281-87-37	2	1	1	1	2		1	1					9
By-laws re tolls, Section 323		1				1	3	1	2	2		1	11
Discrimination facilities, Section 316							1						1
Interswitching, Sections 316-337				1				1		3			5
Freight Classification, Section 322	1	2		2	1					1			7
Disallowance of tariffs, Section 335						1			1			4	6
Standard Freight Tariffs, Section 330	1	4	5	1			1	1	1	1			15
Standard Passenger Tariffs	1	1				1			1	1			5
Local Passenger Tariffs													7
Adjustment in Rates	3	5	5	9	5	3	3	5	7	4	1	1	51
Special Freight Tariffs, Section 331	3	6	6	1				2	1	1	1		21
Special Passenger Tariffs, Section 335							1	1	1			1	4
Joint Tariffs, Sections 336-411									1				1
Provision for Carriage, Sections 344-348	2	1			1		3		2			3	12
Discrimination Express Rates, Section 360							1						1
Express Tolls, Sections 360-366	6	5	5			1		2		2		1	22
Carriage by Express, Section 364	2	2	5	6	5	3	4	3	2	1			33
Telephone Tolls, Section 375					1			1	1			1	4
Amalgamation Agreements, Sections 151-153					1								1
Statistics and Returns, Sections 379-384												1	1
Claims and refunds		7	1	1	7	5		1	1	3	3	6	38
Enquiries	7	1	6	4	4	6		4	2	3	4	3	48
Requests									2	1			3
Complaints	47	46	22	41	103	61		41	52	46	34	28	579
Miscellaneous	7	7	9	12	2	3		2	8	7	2	5	71
Totals	240	275	239	295	342	261	319	232	296	310	220	265	3,314

APPENDIX A

PRINCIPAL JUDGMENTS OF THE BOARD FOR THE YEAR ENDING
DECEMBER 31, 1924APPLICATION OF TORONTO BOARD OF TRADE, *et al*, *in re* MILLING-IN-TRANSIT
PRIVILEGES ON DRIED PEAS

*Judgment of Assistant Chief Commissioner, January 26, 1924, concurred in by
Chief Commissioner and Mr. Commissioners Lawrence and Boyce*

Complaints were received directed against the action of the Canadian National Railways on account of their issuing Supplement 12 to G.T.R. Tariff C.R.C. No. E-4411, which provided for an amendment confining the milling-in-transit arrangements so as to apply on shipments of wheat, oats, barley, rye, corn and buckwheat, the complaints being to the effect that no reason is apparent why milling-in-transit arrangements on peas should be eliminated.

It was stated in the complaint of the Toronto Board of Trade that milling mileage rates had been cancelled as a result of the Board's General Order No. 354; and it was stated that the action of the railways in seeking to eliminate peas from the transit arrangement on grain would have the result that peas for cleaning or milling would be required to pay the local mileage rates to and from the cleaning or milling point.

Complaints of similar tenor were received from other interested parties.

As a result, Board's Order No. 33413, of March 6, 1923, issued suspending the tariff amendment in question; leave being reserved to the railway company to make formal application to cancel the milling-in-transit arrangements on peas.

An application was made by the Canadian National Railways dated April 24, 1923, for leave to cancel the milling-in-transit arrangements on peas. It was stated that this arrangement had been erroneously published, effective February 1, 1922, in Tariff C.R.C. No. E-4411. It was contended that the Board's General Order No. 354 when issued was intended only to extend to grain grown in Ontario the same privileges as had been given for some years to the same classes or descriptions of grain grown in the Canadian Northwest and reaching Ontario via all rail, or water and rail, routes. It was stated that the transit arrangements had always been confined to wheat, oats, barley, rye, corn and buckwheat; and it was further stated that through error in compiling the tariff for the application of the same arrangements on Ontario grown grain as applies on Canadian Northwest grain, peas were included, although it was contended, technically, that peas were not grain.

It was urged that it could not be the intention of the Board to extend the transit arrangements to a commodity upon which no transit arrangements had ever existed, either in the Northwest or in Ontario, no matter whether the peas were grown in the West or in Ontario. It was stated, as a matter of fact, that the Canadian Pacific tariff was issued strictly in accordance with the spirit and intention of the Board's order, and that that company did not permit, in its present tariff, the milling of peas in transit.

The application of the Canadian National Railways came before the Board in hearing on May 15, 1923.

The position of the railway as to peas not being included in the milling-in-transit privilege was reaffirmed. The quantity of peas involved was said by a representative of the Canadian National Railways to be about one hundred cars per year. The representative was unable to state just what amount of revenue was involved.

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A considerable amount of discussion took place as to whether peas should be classed as a grain or as a vegetable, and statements of authorities in regard to this matter were cited.

The arrangement for milling local Ontario grain in effect immediately prior to February 1, 1922, is published in Grand Trunk Tariff C.R.C. No. E-4411.

The grain was billed to the milling point under the regular mileage scale and on proof of reshipment the inward charges were reduced to a special millers' mileage scale, the outward shipment being billed under the regular mileage scale. This arrangement was first put into effect on July 22, 1912, the rates being published in Grand Trunk Tariff C.R.C. No. E-2566. The arrangement applied on barley, buckwheat, corn, oats, peas, rye and wheat.

Prior to July 22, 1912, grain for milling was billed to the milling point at reduced millers' mileage rates when consigned to millers who had signed an agreement to reship their product via Grand Trunk. Regular mileage rates were applied on the outward movement.

By the oral judgment of the Chief Commissioner at the hearing on May 15, 1923, the Canadian National Railways were allowed to change the tariff, reserving the right to any interested party to make application that the railways amend their tariffs so as to include peas; the Board not making any pronouncement on this phase of the matter.

It was pointed out that the existing arrangement was that the Grand Trunk had a tariff which had been suspended, allowing the privilege, while the Canadian Pacific did not have; and it was intimated that other railways were in a similar position.

The Chief Commissioner stated that when his judgment was prepared in *The Milling in Transit Case—Board's Judgments and Orders Vol. XI, p. 389*, he "was discussing only those grains raised in Ontario which hitherto had possessed the same milling-in-transit privileges as those coming from the West". He stated, further, that it had been brought up at the time of the judgment that certain grains produced in Michigan were given transit privileges in mills in Ontario while the privilege was denied to Ontario grains; and he thought it only fair that Ontario grains should be put on a parity with other grains; and, continuing, he said, "I was only referring to the grains that then enjoyed the milling-in-transit privilege." As already pointed out, peas did have the advantage of the transit arrangement.

Thereafter General Order No. 380, of May 16, 1923, issued sanctioning the application of the Canadian National Railways; subject, however, to the right of any interested party to make application.

Application was launched under date of June 14, which set out as follows:—

"Prior to the issuance of the Board's General Order No. 354, certain so-called 'milling' mileage rates were in effect on grain for cleaning, clipping, malting or milling, between points in Eastern Canada. The grains enumerated in the tariffs included peas, and the grain products included split peas, pea meal and pea hulls. The arrangement in effect at that time provided for the carriage of the grain on the local mileage rate to the milling point and on proof of reshipment the inbound charges to the milling plant were reduced to the milling mileage scale. This applied on all grains and their products.

"Since the issuance of General Order No. 354 all grains with the exception of peas are given an arrangement whereby the rate from the original shipping point to final destination is applied on grain into the milling point and the product out, plus 1 cent per 100 pounds, stop-off charge, and charge for out of line haul.

"On behalf of the members, we would ask the Board to direct the railways to give to dried peas the same milling-in-transit privileges as are accorded the other grains."

On account of other engagements on the part of the representatives of the applicants, extensions of time had to be allowed before sittings took place. The matter then came to a hearing on November 20, 1923.

At the hearing, considerable discussion again took place as to whether peas were properly listed as a grain or as a vegetable. It does not appear to be necessary to go into the analysis of the statements made in this regard, as the practice under the tariffs applicable would seem to be conclusive.

General Order No. 354 implemented the decision in *The Milling-in-Transit Case*. The tariffs following this order became effective February 1, 1922.

In Western Canada, milling-in-transit is allowed on barley, buckwheat, flaxseed, oats, rye, spelts and wheat. In Eastern Canada, it is allowed on barley, corn, flaxseed, oats, rye, wheat; and, in the case of the Canadian National tariffs, spelts.

Buckwheat is given milling-in-transit privileges in Western Canada. The total production of buckwheat for 1922, according to the Crop Statistics of the Dominion Bureau of Statistics, was 9,701,200 bushels. No detail is given as to the production in this respect for the Prairie Provinces and British Columbia. Possibly the detail in this regard is covered under the heading of mixed grains.

The production of buckwheat for 1922 was 9,701,200 bushels, made up as follows:—

	Bushels
Prairie provinces and British Columbia.....	nil
Ontario.....	4,266,000
Quebec.....	3,760,000
New Brunswick.....	1,393,000
Nova Scotia.....	208,000
Prince Edward Island.....	74,200

For the same period, the production of peas in Canada is shown at 3,428,600 bushels, made up as follows:—

	Bushels
Prairie provinces.....	328,800
British Columbia.....	57,000
Ontario.....	2,077,000
Quebec.....	914,000
New Brunswick.....	32,000
Nova Scotia.....	14,000
Prince Edward Island.....	5,800

Prior to February 1, 1922, the transit arrangements, in the East, covering peas and buckwheat, were as already indicated.

The Canadian National tariff already referred to authorized the milling-in-transit on peas in Eastern Canada from February 1, 1922, until July 3, 1923, when General Order No. 380 permitting the cancellation issued. Buckwheat was allowed milling-in-transit for a period of time, but it appears that the Canadian National terminated this by an amendment to tariff effective September 1, 1923.

Not only at the hearing regarding the cancellation of the Canadian National (G.T.R.) tariff but also in the later application to have peas included in the tariff, the point stressed by the railways was that the applications which culminated in the judgment of the Chief Commissioner and the issuance of General Order No. 354 were based on allegations of discrimination. That is to say, it was contended that Northwest grain was given a certain milling-in-transit arrangement, viz., 1 cent stop-off, subject to charges for out of line mileage, while in Ontario the same grains were given a different and

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higher rate; and it was contended that, in substance, the finding in the judgment and direction in Order No. 354 went no further than was necessary to correct this discrimination as between the Northwest grain and Ontario grain, taking Ontario as typical of eastern production.

Following from this, it was contended that since peas were not in the western grain list to which transit privileges were extended, there could be no discrimination.

As has been pointed out, buckwheat, which was not involved in the present application and concerning which no complaint is made, is included in the western list while it has been removed from the eastern list.

The Chief Commissioner in the oral judgment already referred to stated, in substance, that his intention in the judgment, which was implemented by General Order No. 354, was to deal with the matter from the standpoint of discrimination. While the judgment in question does deal with phases of discrimination, it appears to me to have a much wider scope than discrimination alone.

Reference may be made to the text of the decision as contained in the Board's judgments and Orders of January 15, 1921, *Vol. XI, p. 389*. The Chief Commissioner at *p. 390*, does speak of the difference in transit privileges to western Canadian grain and American grain at mills in Ontario and Quebec as compared with the treatment given to the grain of these two provinces, and does state that he is at a loss to understand why the transit privilege should be granted to western Canadian grain and American grain for grinding at mills in Ontario and Quebec while the same rate is denied to the grain of these two provinces. He continues that he is of opinion that the same treatment that is handed out to grain produced in one part of Canada, "not to say anything about the United States grain," must be granted to grain produced in all other parts of Canada; and he then finds "that all grain produced in Canada should be allowed the same stop-over privileges for milling purposes, no matter in what part of Canada the milling operation takes place."

The Chief Commissioner refers to the judgment of the Board of October 3, 1917, which held that in respect of western grain milled in Ontario on the Grand Trunk railway the charge of 2 cents was not discriminatory as compared with the charge of 1 cent in the West. In the case in question, the Grand Trunk Pacific had made a charge of 1 cent the same as was charged by the Canadian Pacific; and it was pointed out in the judgment that as the Grand Trunk and Grand Trunk Pacific were separate and distinct companies, the fact that the Grand Trunk Pacific controlled line made a charge of 1 cent in the West did not establish that the charge of 2 cents in the East was discriminatory; and he also agreed with the finding in the judgment in question that the fact one railway charged a different rate from its competitor was no evidence of discrimination.

When the decision in the *Milling-in-Transit Case* was rendered, the Grand Trunk was still a legal entity, separate and distinct from the Grand Trunk Pacific. In fact, it was not until January 30, 1923, by P.C. Order 181, that the Grand Trunk and Grand Trunk Pacific were both integral portions of one system, viz., the Canadian National Railways.

In the finding in his judgment, the Chief Commissioner referred to the 1 cent charge per 100 pounds of the Canadian Pacific Railway and continued, "there is no reason why a change should be made under present conditions, and as I have already found the rate should be the same all over Canada, this would involve a reduction of the Grand Trunk rates from 2 cents to 1 cent per 100 pounds."

In speaking of the Grand Trunk transit charge, I do not understand that the Chief Commissioner was laying stress on the difference of the transit rate in Michigan on the controlled line of the Grand Trunk, which was operating in a separate jurisdiction, under United States laws, and meeting the competitive transportation practices and conditions there existing; but that he was emphasizing the charge made in Canada on the Grand Trunk. The Grand Trunk charge being 2 cents per 100 pounds on western grain milled in Ontario and the position being upheld by the Chief Commissioner that the 1 cent charge made by the Canadian Pacific Railway Company was not a necessary criterion of what was a discriminatory rate on the Grand Trunk, it follows, it seems to me, that the Chief Commissioner in dealing with the matter, and in accepting the Canadian Pacific charge as the measure, was laying down a general principle applicable to the question of transit rates, and not simply making a finding based on discrimination.

I submit this with some hesitancy, as I am endeavouring to interpret a judgment from which I differed. My dissenting opinion held that in the absence of effective competition between flour milled from Ontario wheat and flour milled from Northwest wheat, the difference in treatment did not establish discrimination.

The decisions of the Board establish the principle that when there is an allegation of discrimination mere citations of difference in rate or treatment do not make that *prima facie* case of discrimination which is necessary in order to shift the burden of disproof to the railway. The decisions have pointed out that unless there is along with the difference in rate or treatment a competitive condition as between the articles concerned, which results in a difference in rate or treatment, resulting to the detriment of the article so differently treated, there is not of necessity a condition which, in terms of the Railway Act, is unjustly discriminatory or unduly preferential.

The majority directed that the transit rate should be the same all over Canada, and continued:—

“That all railway companies in Canada, under the jurisdiction of the Board, should be allowed to charge one cent per 100 pounds for the stop-over privilege for milling purposes, no matter in what part of Canada the operation may be carried on; and the privilege should be granted to all grains produced in Canada, when milled at any point in Canada, at the same rate per 100 pounds; and the several railway companies under the jurisdiction of this Board should be directed to file tariffs accordingly.”

The ruling covers not only wheat and its milled product but also other commodities and the transit services in connection therewith. It is true that a common transit basis of rates was applicable to different articles, and it may be said that in laying down a principle it was obviously advantageous to have it generally applicable. This, in terms of the reasoning of the judgment, may be granted, but it appears to further emphasize the conclusion that the basis arrived at was one of general principle and not tied down to the particular facts of discrimination. The discussion on the discrimination side related itself to wheat and its milled product, and did not relate to discrimination alleged to exist in the case of other commodities enjoying the transit arrangement. Even if it were held that the finding in the judgment was based on discrimination in the case of wheat and its milled product, it cannot be, I submit, successfully upheld that there was such inference of discrimination in the case of the other commodities as would justify a finding of discrimination. Discrimination is a question of fact and evidence, not of inference.

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General Order No. 354 provided:—

"That all railway companies subject to the jurisdiction of the Board, file tariffs, effective not later than the 1st day of February, 1922, showing a charge of one cent per 100 pounds for the stop-over privilege on all grain for storage, milling, malting, or other treatment; such privilege to be granted for all grain produced in Canada, subject to a reasonable charge for out of line hauls."

This finding is wide enough to cover a situation arising on a line wholly located in Eastern Canada and concerned with milling-in-transit of grain originating on that railway.

While, then, the origin of the hearing was concerned with complaints of discrimination, the decision laid down was, as indicated, a broad, far-reaching principle which was embodied in General Order No. 354. If there were any question as to the power of the Board to lay down such a broad principle as distinct from a specific finding on discrimination limited to specific commodities in respect of which a *prima facie* case of discrimination had been established, this would be set at rest by reference to section 312, subsection (c).

Reference may be made in this connection to *Complaint of the Toronto Board of Trade against cartage tariffs made effective September 1, 1919, File 18663.51—Board's Judgments and Orders, March 15, 1921, Vol. X, p. 539.* Judgment in this, which was concurred in by the Chief Commissioner, dealt with the subsection in question and with the status of the transit privilege and the powers of the Board in connection therewith.

The application should be granted.

APPLICATION OF DOMINION CANNERS LIMITED, *in re* COMMODITY RATES ON FRESH APPLES WHEN SHIPPED IN CRATES

Judgment of Assistant Chief Commissioner, February 5, 1924, concurred in by Mr. Commissioner Boyce

Under the classification, the following provision is made in regard to the rating of apples:—

Fruit:		L.C.L.	C.L.
Apples:—			
Green:—Carried only at O.R. freezing; must be prepaid between November 1 and April 30—			
In bags.....	2	5	
In baskets with solid or slatted tops.....	2	5	
In barrels with cloth tops.....	2	5	
In crates.....	2	5	
In barrels or boxes.....	3	5	
In bulk.....			8

Apples moving in bulk at 8th class have a minimum weight of 30,000 pounds. For a long period of time, apples moving in bulk have been given 8th class rating. It was stated, on behalf of the railways, that this arrangement as to bulk apples was put in some forty years ago, and was at the time concerned with the moving of low grade apples for the manufacture of cider, the canning industry not then being in existence. With the development of the canning industry, apples were moved in bulk on 8th class rating. About 90 per cent of the apples used by the canning companies represented by the applicant moved in bulk during 1923. A year ago, the applicant company took up the question of the shipping of apples for canning purposes, in boxes or crates; and it stated that during 1923 about 10 per cent of the apples shipped for canning purposes moved in boxes and crates.

From the evidence, the only other use generally made of the movement in bulk is concerned with the manufacture of apples for cider-making. There have been a few movements of eating apples moving in bulk; the cars in these cases

were divided into compartments by means of bulkheading, and the apples were sold direct from the car. It is understood that under the regulations now in force sale of this kind direct from the car standing on the tracks is not permitted.

It may be said, then, that the great bulk of the apples moving in bulk rating of 8th class are being shipped for canning purposes.

The apples in question are low grade and are valued at from one-half cent to three-quarter cent per pound. These apples are not hand-picked, but are wind-falls or shaken from the trees.

The application made is to establish commodity rates on fresh apples when shipped in crates commonly known as "bushel boxes" from various points on the Canadian National Railways in Ontario to Aylmer, Brighton, Simcoe, Strathroy and Forest for further manufacture and reshipment, on the earload basis of 8th class, increasing the minimum, however, to 35,000 pounds as compared with the minimum of 30,000 pounds on which the traffic at present moves.

The application as launched is directed against the Canadian National Railways. It is pled by the Canadian National that the matter is one which involves other companies in Ontario as well. At the hearing, representations were made by Mr. Ransom, Chairman of the Canadian Freight Association, on behalf of the other railways generally. However, the burden of evidence was assumed by the Canadian National Railways.

Some evidence was put forward by the applicant in regard to the advantage which the practice asked for would have in lessening damage to the apples. However, it would appear that this was a minor phase of the question and that the real advantage would be in handling. As the railway is not responsible for the loading or unloading of this commodity, convenience would react to the advantage of the applicant.

Apparently this method of handling would tend to keep apples in better shape by means of better ventilation. The apples when they have arrived at their destination, instead of being dumped for piling, could be kept in the containers, and this would add to the opportunities for ventilation.

The answer of the Canadian National Railways set out that the 35,000 pounds increased minimum would not afford the carriers any advantage, as it was contended the records indicated the average loading of apples in bulk at 38,572 pounds per car, while the average of apples in crates was 34,520 pounds.

The statement so set out in the answer of the railway was not developed at the hearing, so the Board has not the advantage of having the detailed information it should have as to how these figures are computed, what periods of time are involved, etc. It would manifestly be of great advantage to the Board to have detailed information in regard to the basis of computation which is relied upon when such statements are submitted.

It is contended that to make the rearrangements asked for would have serious consequences, in that it would tend to upset the existing basis of rates. This objection having in mind the nature of the business cannot be taken as conclusive. For example, reference may be made to the Canadian National Railways' tariff C.R.C.E—469: This makes provision for the carriage of apples, earloads, in boxes, barrels, or in bulk, minimum 30,000 pounds, from apple-shipping stations on Bridgewater Division to canning, cider, evaporating or vinegar factories (product to be re-shipped by Canadian National Railways) at 10th class rate. At the same time, there is a very large export movement of apples for eating purposes, which while carried on a rate lower than the class basis is still on a higher rate than the apples shipped into the canning plants, etc.

The Board has recognized that there is an obvious anomaly in charging different rates upon the same commodity moving under the same general conditions, the only reason for the difference being the final use.

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Manitoba Dairymen's Assn. vs. Dominion & Canadian Northern Express Cos., 14 Can. Ry. Cas., 142, at pp. 143, 149.

See also *Hay & Still Mfg. Co. vs. G.T. and C.P.R. Cos.*, 21 Can. Ry. Cas., 43.

Western Retail Lumbermen's Assn. vs. C.P.R. et al, 20 Can. Ry. Cas., 155, at p. 156.

In the present instance, however, while what is concerned is the movement of apples, the apples referred to are differentiated in respect of value, quality and use. The apples moving 5th class are for eating and are of a higher value. The apples moving under 8th class are of low value, are not hand-picked, and are either windfalls or shaken from the trees; and, again, their use is for a specific purpose.

The applicant finds it a convenience to move apples in a container known as a bushel box. He will pay freight on the apples and the container and is agreeable to a minimum of 5,000 pounds higher than is provided for in connection with class rating.

On consideration, having in mind the purpose for which the apples are moving and the fact that this use is not competitive with the higher-valued apples moving in baskets, barrels or crates under 5th class, it would appear justifiable to grant the application for a commodity rate on fresh apples for canning purposes, on a carload basis of 8th class, with a minimum weight of 35,000 pounds. This is limited to the Canadian National Railways and the points set out in the application.

APPLICATION OF ROLLAND PAPER CO., MONTREAL, P.Q., *in re* ASSESSMENT OF SWITCHING CHARGE ON CARLOAD SHIPMENT OF COAL EX MONTREAL WHARF

Judgment of Assistant Chief Commissioner, February 5, 1924, concurred in by the Chief Commissioner, and Mr. Commissioners Laurence and Oliver.

What is involved is the question whether under the terms of the Canadian Pacific Railway Company's tariffs applicable that railway should absorb in the rate the switching charge of the Montreal Harbour Commissioners.

The complaint specifically refers to a carload shipment of coal which moved from Montreal wharf to St. Adele on August 5, 1921; and it is contended that the Montreal Harbour Commissioners' switching charge of \$3.50 collected by the Canadian Pacific Railway Company over and above the freight rate should have been absorbed by the Canadian Pacific Railway Company.

The tariff in effect at that time containing the rates on coal from Montreal was C.P.R. No. E-3253, C.R.C. No. E-3558. Rates were quoted from Montreal, and on page 2 it was provided:—

"Rates named herein from Montreal will apply from Montreal points as follows:—

Angus, Montreal,
Atwater, Montreal West,
Cote St. Paul, Montreal Wharf,
Highlands, Outremont,
Hochelaga, St. Henry,
Jacques Cartier Jct., Westmount,
Mile End,
Dominion Bridge Company's switching, \$2 per car additional."

The applicant contends that the traffic in question under the tariff above referred to is concerned with a situation where the tariffs have defined a list of the points which are subject to the Montreal rate, and that Montreal

wharf is one of these points. It is further stated that the shipments in question were delivered to the Canadian Pacific Railway at Hochelaga and moved from there to Mont Rolland.

In substance, the applicant is contending that the flat Montreal rate was applicable from any of the Montreal points named in the tariffs in question, and this would include any switching charges of other carriers at such points, except in the case of Highlands where there was specific indication to the contrary.

C.P.R. tariff C.R.C. No. E-3558 carries on page 1 thereof the following notation:—

“Governed (except as specified) by the Canadian Freight Classification and by the general rules and conditions of carriage adopted by the lines parties hereto, also by the car demurrage and switching rates and regulations published in tariffs relating thereto.”

It was held in *Canadian Manufacturers' Assn. vs. Canadian Freight Assn.*,

7 *Can. Ry. Cas.*, 302, at p. 306, that,—

“Railway Companies' tariffs to and from particular places should, in the absence of indication to the contrary, be read as covering only traffic originating at and for delivery upon its own tracks, and indicating sidings within its own terminals, and not as including traffic originating or for delivery at or near the same places upon the line of another carrier.”

Reference may also be made to General Order No. 252—the Board's Inter-switching Order—which lays down the conditions which may be embodied in tariffs of the railways regarding the switching charges chargeable over and above the rate of the line haul carrier in connection with the matter of making delivery to or receiving traffic from sidings on the lines of other carriers at point of origin or destination.

The Canadian Pacific Railway at the time the shipment involved moved had two tariffs naming switching rates, viz., C.R.C. No. E-3669 and C.R.C. No. E-3668. Tariff C.R.C. No. E-3669 provided that with respect to Montreal wharf, P.Q., all carload freight (except import and export), at the option of the Harbour Commissioners of Montreal, could be delivered or loaded on Montreal harbour, subject to current switching rates assessed by the Harbour Commissioners; this rate to be in addition to the rates to or from Montreal.

Tariff C.R.C. No. E-3668 made certain provisions for export and import traffic, also grain in bulk, and stipulated that with respect to other traffic handled to or from Montreal wharf the Canadian Pacific Railway Company would not absorb the switching charge of the Harbour Commissioners' Railway unless the tariff governing the traffic otherwise specifically provided.

Applicant has strongly argued that there is an ambiguity in the tariffs. This is not the first time this line of argument has been presented by the applicant in correspondence with the Board. It is a line of argument which, of course, it is entirely open to him to urge and to substantiate if there is a manifest case of ambiguity. It may be that his business causes various tariff items to appeal to him as ambiguous when they do not so appeal in the case of the average shipper.

The Board has always emphasized the necessity of tariffs being as clear as possible, and it has more than once indicated that tariffs must be interpreted without having regard to unexpressed railroad intentions.

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Imperial Steel & Wire Co. vs. G.T. and C.P.R., Cos., 24 Can. Ry. Cas., 150, at p. 153.

It has approved the position that toll clauses are in cases of ambiguity to be construed with strictness against the railway.

In order to interpret the tariff concerned, it is necessary not only to look at the tariff itself but also at the tariffs specifically concerned with switching rates and regulations. The notation on the tariff has already been referred to in this regard, and it does not appear unreasonable that switching rates and regulations should be embodied in a separate tariff. It would seem that having them so embodied would make for ease in understanding the tariffs, in that it would be a much less cumbersome arrangement to have the details of the switching rates and regulations embodied in a tariff separate from that concerned with line haul charges. It is apparent that there was a clear intimation that the switching rates and regulations were to be found in a tariff specially relating thereto.

Applicant argues, in substance, that the fact that by Supplement 28 to C.R.C. No. 3558 the tariff was amended so as to provide that in respect of switching at Highlands, P.Q., specific reference to the Dominion Bridge Company's charge was eliminated, the shipper being referred to C.P.R. tariff C.R.C. No. E-3669, has a bearing.

Apparently his argument is that since in the case of Highlands there was a specific notation as to there being an extra switching charge and since this was changed only by an amendment to tariff, it follows that as to the other points already referred to in C.R.C. No. E-3558 the absorption of switching rates was not interfered with. In reality, the change as to Highlands put this point simply in the same position in regard to switching tariffs as the other points concerned.

On consideration of the tariffs, it appears to me that the provision already quoted, viz,—

“Governed (except as specified) by the Canadian Freight Classification and by the general rules and conditions of carriage adopted by the lines parties hereto, also by the car demurrage and switching rates and regulations published in tariffs relating thereto”

makes clear the intention that the provision of the switching tariffs should be read along with the line haul tariff. When the provisions are so read, the ambiguity alleged is not apparent.

APPLICATION OF RAILWAY ASSOCIATION OF CANADA *in re* AMENDMENT TO RULES 93 AND 99, GENERAL TRAIN AND INTERLOCKING RULES

Judgment of Mr. Commissioner Boyce, April 4, 1924, concurred in by Chief Commissioner and Assistant Chief Commissioner

By General Order of the Board, No. 322, dated December 10, 1920, the railway companies concerned were required, on and after June 1, 1921, to withdraw from their respective working time-tables, Special Instruction “E.” and thereafter observe the Uniform Code of Rules for Canadian Railways, approved by the General Order of the Board, No. 42, dated July 12, 1909. This General Order, No. 322, was based upon the Judgment of the Board, dated November 26, 1920, upon the complaint of the Brotherhood of Locomotive Firemen and Enginemen, reported 26 C.R.C. p. 321, and in Board's Orders and Judgments, Volume X, p. 442.

Prior to the date (June 1, 1921) on which General Order No. 322 was to become effective, the Canadian Railway Association, on April 6, 1921, in view

of the judgment of the Board just referred to, applied for approval by the Board of certain changes in the General Train and Interlocking Rules in such application set forth, and, pending the hearing and decision of their application, applied for an extension of the time limited as above to June 1, 1921, and by General Order No. 340, dated May 19, 1921, the time within which the changes required to be made under General Order No. 322 was extended until June 15, 1921. The application of the Railway Association was heard by the Board on June 15, 1921, and judgment thereon was reserved, and, pending the decision of the Board thereon, the enforcement of General Order No. 322 was further extended until September 1, 1921, or until further order of the Board. No further order of the Board having been made, the operation of General Order No. 322 remained suspended, and it follows that Special Instruction "E" thereby ordered to be withdrawn from operation, remains in force on the railways using that method of operation.

Since the hearing of this application, as stated, there have been meetings and conferences, and much correspondence between the parties concerned, and officers of the Board, with a view to possible adjustment of the dispute, but as nothing has resulted in the shape of an agreement, and the Board has been so advised, the matter must be disposed of by the Board upon what submissions are before it, and considerations arising thereout and incident thereto. The delay in disposition by the Board is attributable to such proceedings, and has allowed further scrutiny of the method involved.

Special Instruction "E," which first appeared in the time-tables of the Canadian Pacific Railway Company, on June 27, 1907, and later by the Canadian National Railways, reads as follows:—

"The outer main track switches of passing tracks will be considered 'station limits' and main track may be used inside of such limits by keeping clear of first and second-class trains. All trains, except first and second-class trains, must, unless otherwise directed, approach and pass through such limits, prepared to stop, unless the main track is seen to be clear. Trains occupying or using the main track outside of station limits must be protected, unless train orders or schedule confer the right to use main track. During foggy, smoky, or stormy weather, protection as per rule 99 must, in addition, be maintained to insure absolute safety."

Under the system of operation provided by it the trains of the railways using that system have been operated for many years, and are now being operated, and its practical working is referred to in the judgment of the Board dealing with its validity; p. 330, 26, C.R.C. in the following language:—

"The Special Instruction 'E' complained of has been in force, and the railway has been operated under it for a great many years, and the submissions indicate that though open to strenuous objection by a part, at least, of the employees of the railway operating under it, it has been, it is said, operated with success and is still in general use throughout the entire system."

I listened carefully to all the evidence and arguments at the hearing of both cases before this Board dealing with this method of operation, and I came to the conclusion upon these submissions that from a point of view of public safety, the method of operation prescribed by Special Instruction "E" was not seriously assailed. It seemed to me that the issue was principally as between the enginemen and firemen on the one hand, and the conductors and trainmen on the other, as to their respective duties and responsibilities as employees of the railway company for the due protection of the train under given conditions and under particular circumstances. True it is that in emphasizing their

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respective arguments, the representatives of each of these bodies, argued that a system of operation, consistent with their views, would enure to the safety of the public, and would, respectively, be a safer method of operating the trains of the company, and, in the course of very able and exhaustive arguments from both these bodies of employees, references were made to accidents alleged to have resulted from the use of one or the other method of operation referred to, but these suggestions were largely met by the railway company, and during the many years in which this dispute has been pending before this Board, and while the methods of operation contained in Special Instruction "E" have been in force by the railway companies carrying Instruction "E" and have been under critical scrutiny and observation by both contending parties, the railway companies and this Board, results have not indicated that the operation is an unsafe one per se. so as to justify this Board, in my opinion, in interfering with it by declaring it to be not conducive to due protection of property, the safety of the public, or of the employees of the railway companies concerned.

The issue before us, therefore, being one between the bodies of employees of those railways opposing on the one hand and supporting on the other a method of running railway trains introduced, and for many years maintained by the railway companies using that method, and now in force, I am unable to see that the general jurisdiction of the Board as to safety in the management of the railway and in the running of its trains is properly invoked.

The judgment of the Board, November 26, 1920, upon which issued General Order No. 322, dated December 10, 1920, requiring the withdrawal by the railway companies concerned, of Special Instruction "E," proceeded upon the ground, not of substance, or of the instability or unsafety of the method of operation involved in the Special Instruction, but because the method prescribed in that Special Instruction was a regulation, and because, as a regulation, it had not been promulgated, and approved as required by the Railway Act, and was not a regulation valid in law.

Fralick v. G.T.R., 43 S.C.R. 494

There are, under the Railway Act, two proceedings prescribed under which regulations may be made with reference to the methods to be employed by railway companies in the running and operating of their trains, and as these have been brought in question, both upon the original application and this application, a short reference to them may serve to clarify the situation and shew the distinction. They are as follows:—

1. Under section 287—and cognate sections—there is a general power vested in this Board to make orders and regulations, all in the interest of and to insure public safety, the due protection of property, and of the employees of the company, and sec. (g) of persons travelling on His Majesty's service. Under section 288 the Board is required "to provide for uniformity of rules for the operation and running of trains."

2. Under section 290, the railway companies may, subject to what provisions and restrictions are contained in the Railway Act, or the Special Act, and "subject to any orders or regulations of the Board made under sections 287 and 288," make by-laws or regulations concerning, *inter alia*;

(a) the mode by which, and the speed at which any rolling stock used on the railway is to be moved;

(f) the travelling upon, or the using or working of the railway;

(g) the employment and conduct of the officers and employees of the company; and

— (h) the due management of the affairs of the company.

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Such by-laws as may be passed, under section 290, except in so far as they relate to tolls and such as "are of a private or domestic nature" must be passed by the company, in the manner prescribed and, upon report of the Board, must receive the assent of the Governor in Council, under the procedure specified in sections 292, 293, 294, 295, 296 and 297 of the Railway Act.

The intent of these two sections—287 and 290—is, I think, obvious. Under the latter section the subjects mentioned and quoted—(a), (f), (g) and (h), (which clearly include what is provided for in Special Instruction "E"), are left to the judgment and responsibility of the railway company as methods of operating, managing and protecting its property and carrying on its business, but, in order to preserve control, in the interest of the public and the employees of the railway, wherever and howsoever any regulation of the railway company passed under section 290 comes in conflict with the interests of the safety, convenience, etc., of the public, or the employees, the power clearly vested in the company, under that section, to manage its own business is circumscribed and controlled by (a) the right of the Board to interfere, and regulate, under sections 287 and 288 in cases where, in its judgment, such interference and regulation is necessary to safeguard such interests as are specified in section 287, as the justification therefor, and (b) the prescribed method of passage of by-laws of the company; the submission of same for the approval of the Governor in Council, upon a report of this Board, under sections 292 *et seq.*

In the light of the analysis of the scope and meaning of the sections above referred to it seems to me that it is not a function of this Board, in the discharge of its duties in the administration of the Railway Act, to interfere with, or direct, the running of the company's trains or the management of its business, except under the powers, and for the reasons, prescribed in sections 287 and 288. So long as the railway company runs and operates its trains under regulations passed and approved under sections 290 *et seq.*, the Board does not, and I think should not, interfere. The responsibility for the safe operation of the railway is upon the railway company whose system of general operation is safeguarded by the procedure required to be followed under sections 290 *et seq.* The Board will scrutinize any by-laws, submitted for the approval of the Governor in Council, under those sections, when reporting upon them under section 293 (2), and will not recommend for approval of the executive any by-law submitted which, in its opinion is not in conformity with safe and convenient operation, and while it possesses, in reserve, the general powers under sections 287 and 288, for the safeguarding of the interests, or for the purposes mentioned therein it does not, as I take it, employ those powers unless it is clearly apparent that what system the railway company has put into force, under sections 290 *et seq.*, justify the exercise of such powers for the purposes in sections 287 and 288 specified.

The above seems to be the position upon the present application. Special Instruction "E", for the reasons mentioned, has been ordered to be withdrawn, because it is a regulation of the company and must be made to conform to the requirements of sections 290 *et seq.* to insure its legality. It is still in force, but the applicants, the Railway Association of Canada, now ask that the Board amend the General Train and Interlocking Rules in a manner which will permit of such an operation as is now carried on by some railways under Special Instruction "E". The application to this Board, now under consideration, dated April 6, 1921, is as follows:—

"In view of the opinion expressed in the judgment of the Board, dated November 26, 1920, in the matter of the complaint of the Brotherhood of Locomotive Engineers and Brotherhood of Locomotive Firemen and Enginemen, with regard to Special Instruction "E" Canadian Pacific Railway Time-table, covering Station Limits—Board file No. 4135.26,

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this association has had under consideration the changes that will be necessary to make in the General Train and Interlocking Rules in order to provide for the method of operation now followed by certain of its member railways as outlined in the Special Instruction above referred to, and is of the opinion that the best practical way in which to accomplish the desired object is to provide for the erection of station limit boards at points where this method of protection is found desirable.

"To give effect to this plan, and to remove any possible uncertainty, the following amendments should be made in the said rules:—

"1. Rule 93 should be amended to read as follows:—

"93. Within yards defined by yard limit boards, and within station limits defined by station limit boards, the main track may be used, keeping clear of first and second class trains.

"The main track must not be so used within yard limits and station limits until it is known that all sections of overdue first and second class trains have arrived."

"All trains, except first and second class trains must, unless otherwise directed, approach and pass through yard limits and station limits prepared to stop, unless the main track is seen or known to be clear.

"Yellow lights must be attached to yard limit boards and to station limit boards, to be kept lighted from sunset to sunrise. During foggy, smoky, or stormy weather, protection as per rule 99 must in addition, be maintained to ensure absolute safety within station limits."

"By night, or in foggy weather or stormy weather, proper lights must be placed on cars or engines obstructing the main track within yard limits or station limits."

"2. The following definition of station limits should be inserted in the 'Definitions' contained in the said rules:—

"*Station Limits*: Portion of the main track defined by station limit boards.

"3. The first paragraph of rule 99 should be amended to read as follows:—

"99. Except as provided in rules 93 and 552 and Train Order Form 'U' when a train stops, or is delayed on the main track, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance from the train to insure full protection, at least

"Accordingly it is respectfully requested that the Board grant its approval of the foregoing amendments at as early a date as possible in order that they may be duly adopted by the railway companies and made part of the General Train and Interlocking Rules before June 1. 1921."

The Board is asked, by this application, to make an order approving the proposed amendments to the General Train and Interlocking Rules, which it is represented, will provide for and authorize the method of operation at present in use under Special Instruction "E." The General Train and Interlocking Rules sought to be amended have been approved by the Governor in Council, under sections 291, 292, 293, and 294, of the Railway Act.

I am not prepared to agree that the amendments suggested in the application above quoted would continue the present operation specified in the Special Instruction "E," and holding, as I do, that such method of operation which has been in force for so many years is not such as to warrant any interference with it by the Board in the exercise of its general jurisdiction, under

section 287, I do not think that the Board is concerned as regards the necessity for amendment of the General Train and Interlocking Rules. The responsibility is upon the railway companies using the method of operation in Special Instruction "E". The suspension of that method by General Order No. 322, was for the specific reason that it being a regulation the requirements of the Railway Act to make it such had not been observed and it, therefore, had no legal effect as an operating regulation. But, the operation introduced by the railways concerned, has continued during many years, is well known by the employees, and, for all that appears to the contrary, is a safe and proper method of operating trains. The Board finds no such defects in its application as warrant it, upon what is before it, in deciding that any other method would be more desirable in the interests of the safety of the public, or the employees of the railway. Therefore, the method, used by the railways, is not in question, but that method, being a regulation, must conform to the Statute. That appears to be all that is here involved, and no amendments of the General Train and Interlocking Rules seems to be necessary to put into legal form a method of operation not now in legal form.

If, therefore, railway companies using this method of operation desire to continue it, they must proceed under sections 290 *et seq.*, putting the regulation involved into proper form as prescribed by section 292, and submit for approval as required by section 293.

To allow sufficient time for the regulation to be legalized in due form, the suspension by General Order No. 343 of the effective date of General Order No. 320 directing the withdrawal of Special Instruction "E" continues for three months from May 1 next, after which time the practice of carrying this method of operation in the time-tables of railways as a "Special Instruction" will be withdrawn. In the interval, all railways now carrying such Special Instruction in their time-tables must procure legalization of it as a regulation in conformity with the statute referred to.

Subject to above, the application is dismissed.

APPLICATION OF BROTHERHOOD OF LOCOMOTIVE ENGINEERS, *et al.*, *in re* REGULATIONS LIMITING HOURS OF DUTY OF EMPLOYEES IN OPERATION OF TRAINS

Judgment of Chief Commissioner, April 4, 1924, concurred in by Assistant Chief Commissioner, Deputy Chief Commissioner and Mr. Commissioner Boyce.

This case was heard in Ottawa, on June 21, 1922, and as presented to the Board, asks that the Board exercise the powers conferred upon it by section 287 of the Railway Act, subsection 1, subclause (f), and limit the hours during which employees engaged in the operation of trains may remain on duty.

At the hearing, Mr. Best stated that, while the application was general, he represented only the Brotherhood of Locomotive Firemen and Enginemen. After considerable discussion, he finally admitted the impracticability of the regulation of engineers and firemen without involving all of the other operating men, and at page 5186 stated as follows:—

"I think I have the right to say this before I sit down, that while we are asking for this regulation on behalf of the engineers and firemen, in my judgment it is not practicable to have a regulation that would not involve and would not affect all of the men concerned in the operation of trains."

We, therefore, have to consider whether or not the Board should exercise the powers granted it by Parliament, and prescribe regulations by which railway employees engaged in the operation of trains can only work a certain number of hours continuously.

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The application, evidently, is based very largely upon the Hours of Service Law of the United States, where, as I understand it, no employee engaged in the operation of trains shall be allowed to work more than sixteen hours continuously.

Mr. Best was supported by Mr. Baker, along with Mr. Kennedy and Mr. Dewar, representatives of the Locomotive Engineers; and was opposed by the representatives of the railway companies, and also Mr. S. N. Berry for the Order of Railway Conductors; Mr. Babe for the Brotherhood of Railway Trainmen; Mr. Maloney for the Grand Trunk Railway Trainmen; Mr. Barker for the Order of Railway Conductors, Canadian National Railways, Western Lines; and Mr. MacDonell for the Order of Railway Conductors, Canadian National Railways, Eastern Lines.

Without going into a long examination of the evidence, generally speaking, the railway companies contended that the present rules under which employees may book rest, after a certain number of hours of service, amply provided for the protection of both employees and the public, because it is largely in the hands of the employee himself to state whether or not he requires rest.

Many cases were pointed out as to the difficulties in the operation of the positive Hours of Service Law, because when the limitation of time arrives, the train must be tied up, even if it were not more than a few miles from the terminal.

The representatives of the conductors and trainmen all protested against the application, on the ground that it was not necessary; that the privilege of booking rest amply protected; and, generally, that it would necessitate very serious changes in the social relations of the employees represented.

It was pointed out that in some cases conductors and trainmen took long runs, after which they had long rests, which enabled them to live in large centres and enjoy better social and educational privileges for themselves and families; and I can quite readily understand the difference of viewpoint between enginemen and firemen, on the one hand, and conductors and trainmen on the other; but with the privilege of booking rest now open to any employee, and with the strenuous opposition of more than two-thirds of the railway employees in Canada to this application, I am of the opinion that the Board would not be justified in granting the same, and think the application should be refused.

COMPLAINT OF DOMINION MILLERS' ASSOCIATION *in re* EXPORT RATES ON FLOUR
FROM ONTARIO POINTS TO NEW YORK, U.S.A.

*Judgment of Assistant Chief Commissioner, April 19, 1924, concurred in by
Chief Commissioner and Mr. Commissioner Lawrence.*

I.

In the application as launched, reference is made to the Board's Orders issued July 25, 1905, and September 4, 1905, and numbered 586 and 641 respectively, in the matter of the complaint of the Dominion Millers' Association *re* rates on flour and other grain products, and it is asked that the Board order the Canadian National and Canadian Pacific Railways to issue their tariffs from points in Ontario to New York based on the so-called re-shipping rate from Chicago to New York. As is later indicated, what really is involved is the question of the construction of the terms of the order in question as affecting the traffic herein concerned.

The fact that the scope of the application was designedly narrowed by the applicant to the matter of the interpretation of the orders in question, with a view to obtaining a ruling as to whether the rates in force were in compliance with the provisions of said Orders may be further emphasized by reference to the evidence.

At *p. 2765, Evid. Vol. 407*, Mr. Watts in response to the query, "Isn't that the question, whether the rates put in force are in compliance with the order or not," answered "Yes, surely that is the question." At *p. 2768*, he said:—

"This application..... is a very simple one. First, we are simply asking the Board to enforce their own order in respect of these rates, and..... it is up to the railroads to show that they are complying with the order of the Board and are not discriminating in carrying flour and grain from Chicago at rates which are being charged from Goderich."

At *p. 2803*, the following discussion took place:—

"The CHIEF COMMISSIONER: Are you narrowing your application down to such places as Port Colborne, Goderich, Tiffin, Port McNicoll, and Owen Sound?"

"Mr. WATTS: Yes, sir, milling in transit on the ex-lake rate of 78 per cent of the Chicago re-shipping rate; that is exactly what I am after."

At *p. 2815*, the application as summarized by the Chief Commissioner was stated to be that what was wanted was to have the re-shipping export rate apply to all grain that is milled in Ontario. Mr. Watts assented to this statement. A similar position may be referred to on *p. 2806*.

In the case as presented for the applicant, reference was made to the provisions of sections 314 and 319 of the Railway Act; that is to say, the question of discrimination was raised. The measure of the discrimination as alleged by the applicant is the difference between what the rate would be on the re-shipping basis as compared with the local export basis. The significance of these two bases is gone into in further detail later on. But what is in effect being contended is that, under the orders of 1905, the re-shipping basis is applicable and that since the rates complained of are not on the re-shipping basis the difference represents the discrimination arising from the non-application of the rates which the applicant alleges he is entitled to under the orders of 1905; that is to say, it comes back again to the questions of the orders.

As bearing on this, the following excerpt from the evidence—*pp. 2771-72*—may be referred to:—

"The ASSISTANT CHIEF COMMISSIONER: First of all, we have a case concerned with the construction of the order of 1905. Secondly, we have this question of discrimination against the eastern mills, and that is a separate and distinct matter not dependent upon the order of 1905.

"Mr. WATTS: No, that is a question of whether the rate now in effect from Goderich as compared with the rate from Fort William is discriminatory.

"The ASSISTANT CHIEF COMMISSIONER: Let me get it clearly. I am not trying to take advantage of you. This is a second separate and distinct case not concerned with the order of 1905.

"Mr. WATTS: It is part and parcel of the order of 1905.

"The CHIEF COMMISSIONER: If we hold that you are right in your contention as to the proper interpretation of the order of 1905, you would take 4 cents off the Goderich rate?"

"Mr. WATTS: Yes.

"The CHIEF COMMISSIONER: Then instead of there being a difference of 6½ cents there would be a difference of 2½ cents?"

"Mr. WATTS: That is right.

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"The CHIEF COMMISSIONER: And that would be the result of changing the rate according to your interpretation of the order of 1905?"

"Mr. WATTS: Yes.

"The CHIEF COMMISSIONER: So that really you are asking now what the result would be, you are trying to make out that there is discrimination.

"The CHIEF COMMISSIONER: That is, the present rate is discriminatory?"

"Mr. WATTS: But it all gets back again to the proper interpretation of the order of 1905.

"The CHIEF COMMISSIONER: This is simply a second argument why the rate should be reduced.

"Mr. WATTS: Yes, why the rate should be reduced as contemplated, according to my contention, by the order of 1905, because if you do not reduce it that way you are going to make the rate discriminatory against Goderich as opposed to the rate from Fort William on this same product."

As presented, the argument based on discrimination is part and parcel of the argument as to the scope of the orders of 1905. The real question involved is the interpretation.

II

The application as originally filed covered export rates on flour from Ontario points to New York, as governed by the interpretation of the provisions of the orders of 1905. Subsequently, as indicated in the excerpts from evidence already cited, it was enlarged to include ex-lake grain from Bay ports shipped to milling points in Ontario, there milled, and the product reshipped for export; and finally was restricted to the class of traffic just described. But it was still urged that the interpretation of the orders of 1905 was the material question.

III

As above set out, the orders referred are those of July 25, 1905, and September 4, 1905. The order of September 4 was amendatory in regard to the scope of the percentage groupings. The order of July 25 is the one to which especial reference must be made. By section 1 of this order, which is No. 586, it is provided:—

"I. That so long as the companies owning or operating railway lines in Ontario find it convenient and expedient to continue the prevailing system of computing their rates to the Canadian and United States Atlantic seaboard, on freight traffic for export, on the basis of percentages of the co-existent rates from Chicago to New York, or until otherwise ordered by the Board, the said companies shall, for the station groupings and percentages previously adopted, and now in use, substitute the following station groupings and the following maximum percentages of the Chicago to New York rates, namely;—

The complaint which was before the Board and which was dealt with by the orders of 1905, while involving rates on grain and grain products, was wider in that it covered freight traffic generally originating at stations in Ontario and shipped to Montreal and Atlantic seaports for export. Section 6 of the order (No. 586) stated that the provisions of the order were to cover all export traffic including grain and grain products.

The orders prescribed from Ontario points, first, a revision of station groupings and maximum percentages of the Chicago to New York rate to be applicable therefrom to New York which were more favourable to the public than the basis of rates previously charged; second, that export rates to Montreal, instead of being the same as to New York, were to be the same difference below the New York rates as existed from Chicago, Detroit, Port Huron, and intermediate points, with the further stipulation that the ordinary summer class and commodity rates to Montreal were not to be exceeded on export traffic.

In the present application, only the rates to New York were referred to in the application as developed in written submissions and at the hearing.

By reference to section 1 of the order, it will be noted that a new system of rates is not created. Reference is made to the existing system; that is to say, it applies only to rates which are based on percentages of the Chicago to New York rate. It made readjustments of station groupings and percentages. It did not change the rate basis. As set out in the order, "the said companies shall, for the station groupings and percentages previously adopted, and now in use, substitute the following station groupings and the following maximum percentages"

The Board's orders above referred to were made effective October 1, 1905. The export rates applied on flour and grain shipped from the various Ontario stations included in the percentage groupings described in the order.

The various Bay ports did not, under the station groupings provided in the orders, all take the same percentage of the Chicago to New York rate.

Under the rates on flour and grain as quoted, neither Ontario-grown grain nor ex-lake grain could be stopped off in transit for milling and reshipment of the changed product to New York for export at the through rate, plus a stop-off charge. The rate simply applied on grain or flour shipped, without stopping in transit or change in the character of the commodity, from the Ontario point of origin to New York for export. The Board's orders in question did not prescribe milling in transit rates or milling in transit privileges with respect to either class of grain here described.

In the case of ex-lake grain from Bay ports to Montreal, Portland, etc., the rates are not now and never have been based on the Chicago-New York rate and the percentage groupings.

In the case of wheat, ex-lake, milled in transit at stations in Ontario, the flour being reshipped to Montreal for export, there was in effect on October 1, 1905, a rate from Bay ports which was not modified by the Board's orders of 1905. The rate in question was not based on the Chicago-New York rate.

A tariff establishing the milling in transit arrangements on ex-lake grain from the Bay ports to Portland, Boston, St. John and Halifax came into force from June 10, 1907. The rates involved were not based on the Chicago-New York rate, but upon the customary differences over the Montreal rate.

As regards New York, there was no tariff in existence in 1905—nor was one issued as a result of the Board's orders in that year—naming (a) ex-lake grain rates from Bay ports to New York for export; (b) through ex-lake rates on grain from Bay ports shipped to milling points in Ontario, there milled, and the product reshipped to New York for export.

The item above referred to as (a) is still in the situation that there are no rates in connection with this traffic. Item (b) is the matter raised in the present application, after the modification made by the applicant as set out in section II above.

While the orders of 1905, on which reliance is placed from the standpoint of interpretation, became effective October 1, 1905, ten years elapsed before the tariff issued dealing with the item marked (b) in the preceding paragraph. It

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was not until December 15, 1915, after considerable correspondence, and a discussion which took place at Montreal on November 16, 1915, between Mr. Watts and representatives of the Grand Trunk Railway Company, that a tariff was put into force applying from Bay ports on grain, ex-lake, for milling in transit and reshipment to New York, Philadelphia and Baltimore for export.

In a summary way, it may be stated that traffic has been moving for years to New York from various points on rates which are not a percentage of the Chicago-New York rate, and which have not been alleged, until the present application was launched, to fall within the provisions of the orders of 1905. The fact that a specific tariff was put in to deal with a movement to New York for export, including stop-off for milling at points in Ontario, would appear to be of special significance in regard to the understanding by shippers of the scope of the orders of 1905.

IV

The essence of the application is that the ex-lake rate from Bay ports to New York, for export, be measured by the Chicago-New York reshipping or proportional rate so-called using the percentages as prescribed in the orders of 1905. There are now in effect from Chicago to New York two sets of rates on grain, flour and other grain products. One of these is known as the Chicago-New York local export rate; the other is the Chicago-New York proportional or reshipping export rate.

The local export rate applies on traffic originating locally at Chicago, and it also governs on grain products or flour on which the transit privilege has expired by limitation. When the orders of 1905 issued, there was no definite proportional or reshipping rate in existence from Chicago applying on flour or other grain products; that is to say, the local export rate from Chicago to New York was the rate to which the percentages of the grouping provided for under the orders were applied.

In May, 1907, there came into operation the proportional or reshipping rate which represented the proportions then obtaining east of Chicago out of the joint through rates from Minneapolis. Under the American tariffs (C.F.A., C.R.C. No. 825), carrying the provisions in this regard, it is set out that the reshipping or proportional rates concerned will apply only on the traffic when originating at points from which no joint through rate is in effect in connection with the inbound carrier via the reshipping point from original shipping point to final destination.

East of the Indiana-Illinois State line, the rates on the commodities concerned have never been measured with relation to the proportional or reshipping rates from Chicago, but have been measured with due relation to the local export rate from Chicago. There must be borne in mind the further fact that a large amount of traffic is handled under milling-in-transit arrangements, under which the through rate on grain or grain products, whichever is higher, from the point of origin of the grain, or basing point, to final destination, plus transit charge, is protected.

V

What is involved is not the unreasonableness of existing rates in themselves. The single question involved is the interpretation of the orders of 1905 as affecting the rates operative. Mr. Watts, who is active in the application, has for years been engaged in the grain business and has given much

attention to the question of grain rates. He has designedly limited his application to the question of the interpretation of the orders of 1905. This significant limitation defines the matter which is before the Board.

As pointed out, when the orders became effective, the local export rate was in existence. This, manifestly, was the only rate basis to which the percentage system could apply at the time in question. Subsequently, the reshipping rate came into existence. Both the local export rate and the re-shipping rates are now in existence. Mr. Watts contends, in substance, that the local export rate is simply a paper rate so far as United States traffic is concerned. This does not, however, affect the question of interpretation. What is involved in the matter of interpretation is what the orders of 1905 were dealing with.

What was before the Board in 1905 was export traffic originating at points in Ontario. With respect to this, the principle of the Chicago-New York rate basis being already operative, the orders fixed revised percentage groupings. The rates charged were in relation to the rates on United States traffic which was treated from a rate standpoint as originating at Chicago.

There were not before the Board in 1905 any submissions regarding, on the one hand, through rates from United States points west or north of Chicago, and, on the other hand, through rates from Canadian points beyond the Bay ports. The percentages prescribed were percentages of Chicago-New York rates to be applicable from Ontario points. They were not percentages of that proportion of the through rate from points west or north of Chicago which was represented by the proportion of this through rate accruing to the roads running east from Chicago. This proportion of the through rate was published in 1907 as a proportional or reshipping rate applicable east of Chicago, with respect to traffic originating west or north thereof. But while this is true, neither the record nor the orders of 1905 disclose that the arrangement made in 1907 was in contemplation or considered in connection with the issuance of the orders of 1905.

Dealing with rates to New York on the specific traffic referred to, the conclusions justifiable are as follows:—

(1) The orders covered only such export rates from Ontario points as were based on percentages of the Chicago-New York rates.

(2) The orders did not affect export rates from Ontario points where the rates were not at that time constructed on percentages of the Chicago-New York rates.

(3) The orders did not apply with respect to any class or traffic on which export rates to New York were not at that time in existence.

(4) The orders did not prescribe milling in transit rates or milling in transit privileges.

(5) The orders fixed rates from Ontario points based on percentages of the rate from Chicago, not percentages based on the proportion accruing to the roads east of Chicago on traffic originating in territory west or north of Chicago.

The justifiable interpretation of the orders of 1905 would, then, appear to be that the percentages provided for under said orders were based upon the local export rate, the only rate basis available at that time; and it further appears that in respect of ex-lake grain from Bay ports shipped to milling points in Ontario, there milled and the product reshipped for export, this traffic was not covered by the orders in question. Consequently, the allegation that the orders of 1905 have been violated in respect of this traffic fails.

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In re PROPOSED NORTHWEST GRADE SEPARATION, TORONTO, ONT.

Judgment of Chief Commissioner, May 8, 1924, concurred in by Assistant Chief Commissioner and Mr. Commissioners Boyce and Lawrence, Mr. Commissioner Oliver dissenting.

In the month of November, 1922, the city of Toronto made application to this Board for an order that the Canadian Pacific Railway Company and the Canadian National Railways be required to collaborate with the corporation in the preparation of a joint plan for the separation of grades in the northwestern portion of the city of Toronto.

Parties were heard at Toronto on February 14, 1923, when, after considerable discussion it was suggested that the city and the two railway companies endeavour to arrive at a satisfactory agreement among themselves. A great many conferences were held and, we believe, an honest attempt was made by all parties concerned, to arrive at a conclusion, but as they failed to do so, the case finally came on for hearing at Toronto on the 8th day of January, 1924, when separate proposals were made by the city of Toronto, Canadian Pacific and Canadian National Railways.

Generally speaking, the application as developed involved—

(1) Grade separation at all level street crossings now existing on the Canadian Pacific double track known as the Galt Subdivision, the Canadian National double track Brampton Division and the Canadian Pacific single track known as the Toronto, Grey and Bruce, from Bloor street north to and including St. Clair avenue and also including Wallace avenue, Humberside avenue, and Junction road, at which there are no level street crossings at the present time.

(2) Subways at all level street crossings on the Canadian Pacific Railway North Toronto line, from the West Toronto diamonds eastwardly to and including Barlett avenue, as well as grade separations at Primrose and Perth avenues, at which points there are now no level crossings.

(3) Subways at all level street crossings on the Canadian National Newmarket Subdivision from Bloor street northerly to and including St. Clair avenue and also grade separations at Wallace avenue and Lappin avenue, at which points there are now no level crossings.

The Canadian Pacific filed plans and made proposals proposing grade separations on the first of the lines above mentioned at Bloor street, Royce avenue and St. Clair avenue, and on their North Toronto line, being the second above mentioned at all street crossings proposed by the city, with the exception of Perth and Primrose avenues.

The Canadian National proposed a cut-off from a point some distance north on their Newmarket Subdivision running southwesterly and connecting with their Brampton Subdivision just north of St. Clair avenue, thereby proposing that all their trains should run over this cut-off and the Brampton Subdivision to and from the city, leaving the Newmarket Subdivision purely as an industrial and switching track and suggested that there be no grade separations on that subdivision.

The city proposed the elevation of the tracks on the main double track lines, being the first line herein referred to, commencing at a point about 4,000 feet south of Bloor street and reaching an elevation of ten feet above the present track level at Wallace avenue; continuing the same elevation beyond Royce avenue, with an excavation $8\frac{1}{2}$ feet deep between the West Toronto diamonds and St. Clair avenue, and suggested that all tracks on these lines be bunched together leaving sufficient space for six tracks, the object being to shorten the subways and reduce consequent land damages.

The city also proposed the elevation of tracks on the North Toronto line from $4\frac{1}{2}$ to $6\frac{1}{2}$ feet, and the elevation of tracks on the Newmarket Subdivision, nearly corresponding to the proposed elevation on the main double track lines. The Canadian Pacific objected to the elevation of tracks on the main double track line to any extent, and also to the bunching of tracks as suggested by the city, on two grounds: First, that it would seriously interfere with the traffic possibilities, as it would increase the grade from 0.84 to something over 1 per cent. and secondly, that such an elevation would seriously interfere with the service to existing branch lines or industrial spurs.

Both railway companies objected to the bunching of tracks or in any way contracting the available trackage space as it is the main entrance of both railways from the north into the city of Toronto, and they objected to any curtailment of the possibilities of further development which would result from a contraction of the existing space. The Canadian Pacific proposed elevating their tracks on the North Toronto division, generally speaking, from $1\frac{1}{2}$ feet to $3\frac{1}{2}$ feet less than that proposed by the city, claiming that the elevations which they were proposing were absolutely the limit consistent with the proper operation of industrial spurs as they are now located.

The Canadian National proposed the elevation of the tracks on the main double track line somewhat less than that proposed by the city, but reaching the same elevation, namely, ten feet at Royce avenue, but objected to any elevation of tracks on the Newmarket Subdivision excepting about three or four feet at the diamond at the crossing of the Newmarket North Toronto Canadian Pacific Subdivisions necessary to meet the proposed elevation of the North Toronto grade.

If the city's proposal should be carried out, it would greatly decrease land damages, because the subway approaches would not extend nearly as far away from the tracks as they would if the subways were constructed under the tracks at the existing levels, moreover, the elevation of the tracks would probably make it possible to construct subways in future more easily than it could otherwise be done, but on the other hand there would be an increase in cost in elevating the tracks.

The territory served by the three railways as above described is the great industrial centre of the city of Toronto and probably the greatest industrial centre in Canada, and I feel it would be a great mistake to do anything which would hamper access to and from these industries or in any way tend to discourage not only present conditions but expansion, and therefore feel that the tracks should not be elevated except where absolutely necessary, and then only to the minimum height, in order to carry out necessary improvements.

The matter must be looked at not only from the standpoint of the grades on the railway tracks, but also from the standpoint of the grades on the industrial sidings serving industries tributary to the railways. For example, on the Galt subdivision of the Canadian Pacific Railway, the Canadian National double-track Brampton division, and the Canadian Pacific single-track line known as the Toronto, Grey and Bruce, the maximum grade at present is 0.84 per cent. If the city's plan were followed, this would increase the grade to 1.04 per cent, thus distinctly lessening the operating efficiency of the railways.

On the railway plans as filed, the maximum grade proposed on the industrial sidings on the lines above mentioned, as well as on the Canadian Pacific North Toronto line, is 2 per cent. This is the same maximum which was adopted by the Board in the case of the industrial sidings on the North Toronto Grade Separation. To adopt, as is set out in various portions of the city's plan, industrial siding grades in excess of 2 per cent would not only curtail the facilities of the industries concerned, but would also interfere with the economic operation of the railway trackage.

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I also think it would be very unwise to bunch together existing tracks thereby restricting the use by the railways of any land now possessed by them in their entrance to the city of Toronto. While no doubt for many years sufficient room would be left after taking away 40 or 50 feet of land, but it is the principal entrance from the north to the city of Toronto which to-day is the second largest city in Canada, and which without doubt will be one of the greatest cities of the continent, and for the small amount of money to be saved I think it would be a great mistake to in any way interfere with further requirements in the way of traffic.

While no doubt the construction of the cut-off herein referred to might be an advantage to the Canadian National Railways from an operating standpoint, yet I feel sure that the retention of the Newmarket Subdivision from Bloor street to St. Clair avenue as an industrial proposition will be productive of such interference with street traffic with resulting danger to the public, as will necessitate, in the interests of public safety, grade separations at points hereinafter referred to, where the street traffic is congested. The maintenance of these tracks, for industrial purposes, will involve a great deal of switching. That switching must be carried on in congested areas over street crossings at grade where traffic is dense, and would unquestionably prove a menace to public safety. This Board has become convinced that switching movements in congested areas are as dangerous as, and probably more dangerous, by reason of their frequency and uncertainty than regular train movements, and the Board's records of fatal accidents (one of recent date in the city of Toronto over purely industrial tracks, involving the loss of two lives) abundantly substantiate this statement. To limit the hours during which switching movements can be carried on in a congested industrial area, in a city the size of Toronto, is not possible without serious interference with traffic and imposing serious inconvenience upon the important interests concerned therein. Due consideration having been given to all these factors I am satisfied that in the interest of public safety and having regard to all other considerations as to convenience of and non-interference with the traffic tributary to this area, this line should not be retained for industrial purposes without separation of grade at congested grade crossings.

It is my view, therefore, that the whole situation should be settled now on lines which this Board considers just and proper, having regard to the paramount consideration of public safety, and if the Canadian National Railways are desirous of building a cut-off it must be done by them as a transportation policy and not under direction of this Board as part of a general scheme to render more safe the operation of railways in this portion of the city of Toronto.

The reference above made to the elevation of tracks and their consequent interference with the proper use of industrial spurs applied to spur lines on the Newmarket Subdivision as well as on the double track lines, and therefore I am unable to agree with the city's contention as to either the elevation of tracks or the bunching of the same, or with the Canadian National Railways' proposition as to the construction of the cut-off and the elimination of any grade separation on the Newmarket Subdivision.

The city and the Canadian Pacific Railway proposed an overhead bridge at St. Clair avenue. The Canadian National Railway, however, proposed a subway, on the ground that it answered the purpose just as well and would be considerably cheaper. This seems to be admitted by the Canadian Pacific Railway and the city, and therefore I think there should be a subway at this point rather than an overhead bridge. The city proposed a subway at Junction road, which was not in the Canadian Pacific Railway proposals. It is my opinion that this is necessary, as far east as Miller street, and I think it should be constructed, but it seems to me that the overhead bridge on the Weston road

should be eliminated, as both do not seem necessary. I know it makes the traffic along the Weston road into the city a little more circuitous and possibly a little more lengthy, but with subways at Keele street, Junction road, Osler and Royce avenues, further maintenance of this bridge would be unnecessary.

I, therefore, think an order should issue laying down the following principles for grade separations on the railways herein referred to as follows:—

(1) On the main double track lines herein referred to as Galt, Brampton and Toronto, Grey and Bruce Subdivisions there should be no change in grade or interference with the width of right of way, and there should be subways constructed at Bloor street, Royce avenue, Junction road and St. Clair avenue, all these subways to be the full width of the street with 14 feet clearances, the Junction road subway to extend as far east as Miller street. If the city desire a continuance thereof to Davenport road it would be a matter for them to work out as they thought best, the present Weston Road bridge to be eliminated; the Royce avenue subway to involve the acquisition of additional land and the construction of a diversion of Dundas street as set forth on the Canadian Pacific Railway plan.

(2) Track elevation and grade separations on the Canadian Pacific Railway North Toronto line, according to the plan filed by the Canadian Pacific Railway and including subways at Osler avenue, Symington street, Lansdowne avenue, Dufferin street and Bartlett avenue, all to be the full width of street and 14-foot clearances.

(3) Subways to be constructed on the Newmarket subdivision at Bloor street, Royce avenue, Davenport road and St. Clair avenue, all to be the full width of street and 14-foot clearances, and in all these cases, if the city requires greater clearances than 14 feet, which is the statutory standard, the same to be granted, the additional expense, however, to be borne entirely by the city.

I think it unnecessary to make any reference to the question of cost, because there is not very much difference in the ultimate cost of any of the schemes proposed, but the general proposals herein laid down are based more upon the requirements of the industries of the city of Toronto and the operation of the railways both at the present and the future, and the laying down of a comprehensive scheme of grade separation in that portion of the city, than upon the mere question of cost, although, of course, that should play an important part in any matters of this kind.

Copies of this judgment and the order based hereon to be sent to all interested parties and another hearing to be held at the earliest possible date, for the purpose of settling all details of an engineering nature, the distribution of cost and the time and method of carrying out the work herein provided for.

COMMISSIONER OLIVER:

I agree with the judgment of the Chief Commissioner in so far as the subways across the tracks of the Canadian National and Canadian Pacific Railways from Bloor street to St. Clair avenue, inclusive, are concerned, and also in regard to subways on the North Toronto connection of the Canadian Pacific.

As to the Newmarket subdivision of the National Railway, my opinion is that all interests would be best served by establishing a connection between the Newmarket and Brampton subdivisions at some point west of St. Clair avenue, and routing all trains, both freight and passenger, moving between Toronto Central Station and that Junction, over the double track lines. If this were done, as suggested by Mr. H. M. McLeod, the section of the Newmarket line from which traffic had thus been diverted, would be used only as an industrial spur, and therefore subways would not be necessary.

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Under present street traffic conditions, there is greater danger to life and limb, both of pedestrian and auto passengers, in the ordinary traffic of a busy street, than at a level railway crossing where train movements are infrequent and at a low rate of speed.

In the province of Ontario in 1923 there were 236 fatal and 2,348 non-fatal accidents from motors, motoreycles and trucks. In the same period there were 117 fatal and 202 non-fatal accidents from railroads. This danger of street traffic must always be present, so long as persons unskilled, or of careless temperament, drive cars. A subway adds to the ordinary danger of the street, therefore subways should be avoided, so far as that can be done consistently with the public convenience and safety.

A subway is a detriment to the business interests of the street which passes through it. It breaks the continuity; to the great detriment of business on either one side or the other of it. This is largely because the subway practically kills business for the whole of its length. By the city plan the Bloor street and Davenport road subways would each be over 800 feet in length and the St. Clair avenue subway over 1,000.

The Newmarket Subdivision of the National and the double track lines of the Canadian Pacific Railway and National parallel each other at a distance of 1,300 feet at Bloor street and of 2,800 feet at St. Clair avenue. On Bloor the ends of the subways would be only 550 to 600 feet apart. On Royce, Davenport road and St. Clair avenue, they would be from 1,800 to 1,900 feet. Subways so near together would not only destroy the value of the property fronting on them, but would seriously lessen the value of the intervening property as well. This decrease of value could not be taken into account in considering damage claims; the property owners would simply have to suffer the loss.

The distance between Bloor street and Royce street is 3,150 feet. Three streets parallel to Bloor and Royce serve the area between. The centre one of the three, Wallace avenue is the only one now opened through and crossing the Newmarket tracks. If through traffic is to move over the Newmarket Subdivision as at present, and Wallace avenue is left open and without a subway as contemplated, the danger and inconvenience now complained of will remain, so far as it is concerned. The alternative is to close Wallace and block all cross travel between Bloor and Royce, or construct an additional subway across the Newmarket tracks on Wallace, with no corresponding subway across the double tracks.

The proposed subway at the Davenport road crossing of the Newmarket tracks is entered on its westerly side close to the railway right of way, and therefore at the maximum depth of the subway, by Station road which is only half the width of an ordinary street. The driver of an automobile in the Davenport road subway could not see the near approach of an automobile by way of Station road, neither could a driver on Station road see an automobile in the Davenport subway. The point of junction of Station road with the Davenport subway would be from seven to nine feet below the surface level; the depth depending upon the elevation of the tracks and on the clearance allowed in the subway. With possibly hundreds of automobiles passing through the subway in a day, it would be impossible to estimate the danger incurred, but it must be immeasurably greater than an ordinary level railway crossing having only a moderate movement of traffic.

At the proposed St. Clair subway under the Newmarket tracks a like condition prevails to that at Davenport road. Station road enters the St. Clair subway from the east under precisely similar circumstances, and necessarily with similar consequences. Caledonia street also enters the subway but from the west, practically doubling the danger.

Instead of removing danger at the crossings of Davenport road and St. Clair avenue, the construction of subways as above described creates a new danger, greatly in excess of that at present existing, and immeasurably greater than would result from leaving the crossings as they are if the through railway traffic were altogether diverted from that line.

By routing all through traffic, now going over the Newmarket Subdivision, by way of the National main line, there would only be a switching movement on that subdivision to meet the requirements of the industries served by it. With traffic so limited, it would be possible and proper to open Paton road and Antler-Lappin avenues, as well as Wallace, across the Newmarket tracks and thereby add greatly to the convenience of residence and business on these streets on both sides of the tracks. In order that there might be neither inconvenience nor danger resulting, it would be possible to restrict switching movements to certain hours in early morning, mid-forenoon, mid-afternoon and late at night, so that there would be absolute assurance of no interference with the street traffic during hours when such traffic might be congested or urgent.

The cost of the connection or cut-off proposed by Mr. McLeod is placed by him at \$810,000, including land damages. The construction of four subways under the Newmarket Subdivision with land damages, is estimated by the city to cost roughly \$1,800,000. If a subway at Wallace avenue is added, the cost would be increased by \$167,000, making a total of nearly \$2,000,000.

If the public safety or convenience demanded the expenditure of the larger sum required for subways under the Newmarket track, that must be accepted as sufficient reason for its being spent. But, believing that the safety and convenience of the public would be better served by diversion of the traffic, I do not consider that an order should be made that would compel the larger expenditure.

For the foregoing reasons I would respectfully recommend that the judgment of the Chief Commissioner be varied in that part relating to the Newmarket Subdivision, to read as follows:—

1. That the National Railways construct a connection between the Newmarket Subdivision and the double track main line of the Canadian National Railway, west of St. Clair avenue, according to plan and profile shown by Mr. McLeod.

2. That after such construction no through traffic be allowed to pass over the Newmarket Subdivision between Toronto Union Station and the junction west of St. Clair avenue.

3. That there be no switching movements on the Newmarket Subdivision except during certain hours in early morning, mid-forenoon, mid-afternoon and late at night, as shall be fixed by an order of this Board, and that under no circumstances shall an engine or car remain stationary on any street crossing for more than such number of minutes as may be permitted by standing order of the Board.

4. That the railway consents to Paton road being opened across the track of the Newmarket Subdivision and that connection between Antler and Lappin avenues also be permitted to be made across that track, if and when the city so requests.

In re RATES ON EX-LAKE GRAIN

Judgment of the Board, May 14, 1924, Chief Commissioner, Assistant Chief Commissioner, Mr. Commissioner Boyce.

Submissions were recently made to the Board by some of the milling companies with regard to rates on grain products milled from ex-lake grain and shipped to Montreal, Quebec and Atlantic seaboard ports for export. The

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matter has also been the subject of conferences between the Board and representatives of the Canadian National and Canadian Pacific Railways. After giving very careful consideration to the submissions of the milling companies and the representations of the railway companies the Board has decided to direct the following reductions in the rates on ex-lake grain when milled, bagged, cleaned or clipped at lake ports or in transit and reshipped to Atlantic seaboard ports for export:—

From	To	Rates in Cents per 100 Pounds	
		Present	Proposed
Collingwood, Ont.....	Montreal, Que.....	18	17½
Depot Harbour, Ont.....	Quebec, Que.....		
Goderich, Ont.....	St. John, N.B.....		
Midland, Ont.....	West St. John, N.B.....		
Port Colborne, Ont.....	Halifax, N.S.....	19½	18½
Port McNicoll, Ont.....	Portland, Me.....		
Tiffin, Ont.....	Boston, Mass.....		
	East Boston, Mass.....		
	New London, Conn.....		

The rates named above to apply on carload shipments of grain milled, bagged, cleaned or clipped at shipping points specified; also on carload shipments ex-lake when milled, bagged, cleaned or clipped in transit at other stations within Canada and to include stop off charge of 1 cent per 100 pounds, but are exclusive of charge for out of line haul, if any.

To	From	Rates in Cents per 100 Pounds			
		Grain and Flour		Other Grain Products	
		Pres.	Psd.	Pres.	Psd.
Baltimore, Md.....	Collingwood.....	24	22	25	23
Philadelphia, Pa.....	Depot Harbour.....	26½	24½	27½	25½
New York, N.Y.....	Goderich.....	20½	21	23½	22
Weehawken, N.J.....	Midland.....	24	22	25	23
	Port Colborne.....	20	18½	21	19½
	Port McNicoll.....	24	22	25	23
	Tiffin.....	24	22	25	23

The rates named above, plus stop-off charge of 1 cent per 100 pounds and charge for out of line haul, if any, will also apply on carload shipments of grain, ex-lake, milled, bagged, cleaned or clipped in transit at other stations within Canada.

Re ELECTRIFICATION OF MARKER AND CLASSIFICATION LAMPS ON LOCOMOTIVES
EQUIPPED WITH ELECTRIC HEADLIGHTS

Judgment of Chief Commissioner, April 28, 1924, concurred in by Deputy Chief Commissioner and Mr. Commissioner Lawrence.

This case is an application by the Brotherhood of Locomotive Engineers, and the Brotherhood of Locomotive Firemen and Enginemen, asking that an order of this Board issue directing railway companies under its jurisdiction to install electric lights in all classification lamps on engines equipped with electricity.

It came to the Board in the form of a resolution passed by the general organizations, and was forwarded to the railway companies for their sub-

missions. The replies showed that practically all railways in Canada, excepting the Canadian Pacific Railway, were now using electric lights for classification and, in many cases, marker lamps.

At the hearing, the application seemed to broaden out into one for the equipment of both marker and classification lamps with electric lights.

Mr. Riddell, representing the Railway Association of Canada, was rather non-committal as to the question at issue, but took the ground that the Board should not order a matter of this kind, as it should be one of internal economy of the railway company concerned.

Mr. Flintoft, for the Canadian Pacific Railway Company, took practically the same stand, and also questioned the jurisdiction of the Board to make such an order, on the ground that the installation of electric lamps was not necessary for the protection of property, or for the safety of the employees. He referred to section 287 of the Railway Act, subsections (g) and (l), which would read as follows:—

“287. (1) The Board may make orders and regulations,—

“(g) with respect to rolling stock, apparatus, cattle-guards, appliances, signals, methods, devices, structures and works, including light, heat and power lines or wires, to be used upon the railway, so as to provide means for the due protection of property, the employees of the company, and the public and all persons travelling on His Majesty's service;

“(l) generally providing for the protection of property, and the protection, safety, accommodation and comfort of the public, and of the employees of the company, in the running and operating of trains and the speed thereof, or the use of engines, by the company or on or in connection with the railway.”

The Canadian Pacific Railway Company contended that the electrification of engines had not reached the point, from a mechanical standpoint, which, in their judgment, justified them in relying upon this method of lighting their classification and marker lamps; although they admitted they had eighteen hundred locomotives equipped with electric headlights. Their general contention was that the vibration of the engine might cause either a loosening of the lamp in the socket, or a breaking of the wire or connections, producing a short circuit, and thus put the whole lighting system out of action; and offered some evidence in support of this contention.

On the other hand, they had to admit that very little difficulty had arisen from the use of electric headlights.

Mr. Donahue, General Superintendent of the Michigan Central Railroad, contended that from the time he first commenced railroading down to the present time, oil lamps had been found quite satisfactory, and after considerable cross-examination as to the use of electric classification lamps, stated, page 37, “we have had no trouble since the installation of the classification lamps.” In fact, I failed to see how they could have any trouble, and from the evidence, I am forced to the conclusion that the troubles from the use of electricity in classification and marker lamps has been so negligible that it would be almost impossible to find any positive evidence along that line. No doubt, there have been cases where wires have broken, or short circuits have been effected, causing temporary disruption of the whole installation, but the instances are so rare that I am prepared to hold that, from a mechanical standpoint, electrification is both feasible and as safe in operation as the oil lamp would be.

There was considerable discussion as to whether the switch should be in the cab or at the lamp, and for the present, I think that should be left with the railway companies to decide. It is stated that a small opening exists at the

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rear of the classification lamp, and the engineer will always know by looking at it whether the light is burning or not, just the same as he does to-day with the oil lamp.

It, therefore, seems that the application must be decided upon whether or not the installation of these lamps is necessary "for the protection of property, and the protection, safety, accommodation and comfort of the public, and of the employees of the company, in the running and operating of trains." There can be no argument, whatever, as to the fact that the installation of electric lights in both classification and marker lamps would add to the accommodation and comfort of the employees of the company. I do not know that it plays much part in the protection of property, in so far as the classification and marker lamps are necessary, generally, for the protection of property on the railway, under the operating rules.

Mr. Flintoft practically rested his case from the legal standpoint, on the question of safety, and at the hearing I was rather anxious to see what evidence could be given on that point.

I personally questioned Mr. Best pretty carefully, and the questions and answers thereon will be found on pages 17, 18, and 19 of the evidence.

On page 17, he pointed out that with the oil lamp they had never yet had anything capable of taking care of the burning uniformly without smoking, under all climatic conditions and under all oil conditions; that if a lamp is lighted in a hurry, it will burn up too high, and at other times too low, or it may go out altogether. If it smokes up, it will indicate to the men in the cab that the light must be burning, or it may be that it would indicate that the lights were out. I then asked the following question:—

"Give us the very best you have. You are telling us what might happen. Does it happen?
to which he answered as follows:—

"Yes, sir, it does happen; I will not say that it is an everyday occurrence, but it is a frequent occurrence on meeting a train out on the line, for the lights to be out and the attention of the men called to it by the men they meet, that their lights were out, or that one light was out. How frequent that is at the present time I do not know, but I have no doubt it is just as frequent as it used to be, because while there have been improvements made in the burners in such lights and the lights on the locomotives, it has been practically impossible for them to get a burner which will cope with the various climatic conditions encountered, together with the fact that the condition of the oil itself varies as well, the quality of the oil that is being used.

"With the electric bulb in there, there is never any danger of it being smoked up or dirtied on the inside. The amount of dirt that accumulates on the outside is very small as compared with the amount of smoke that collects on the glass which indicates whether the light is burning or not. That is one of the important features in connection with the question of safety.

"There is another difficulty experienced by men going out there and lighting those lamps. Probably when the wind is high they have to go out, or they get an order to display a signal at a certain point; they might be late, or they might not have been prepared for lighting before leaving the terminal. There is always a great deal of hurry in doing that, because there is always somebody waiting. If the fireman goes out in a hurry, he is very liable to fall off. If it is a question of going out, he has another man in his place in a minute. The two go together; when

he is in a hurry, there is very much more liability of him slipping and falling. Many accidents have occurred where men have been lighting lights in the front, and have fallen off the running board or the steam chest, or as the case might be."

In addition to this, Mr. Best pointed out that while it was true the fireman was responsible that his lamp should be in proper condition for being lighted when necessary, yet as a matter of fact a month or more went by without signals being carried, and in the natural course of events, men became careless and when these lamps were required they were not in burning condition.

So far as the records go, we have no specific denial of these positive statements of Mr. Best; and, therefore, I find that the installation of electric lights in classification and marker lamps might add to the safety as well as accommodation and comfort of the employees of the company in the running and operating of trains; although I have to admit that the evidence is not very strong along that line, but I think sufficiently strong to justify such a finding.

Therefore an order should issue directing the Canadian Pacific Railway Company to install electric lights in the classification and marker lamps of all locomotive engines in the service of the company which are now or in future may be equipped with electric light installations, all engines put in service in the future with electric light installations to have the electric light installed in the classification and marker lamps before entering the service, and all engines now in the service and so equipped to have electric lights placed in the classification and marker lamps not later than the 31st day of December, A.D. 1925.

APPLICATION OF DEPARTMENT OF PUBLIC HIGHWAYS OF ONTARIO, *in re* STEEL BRIDGE IN TOWNSHIPS OF EAST AND WEST FLAMBORO, WENTWORTH COUNTY, ONT.

Judgment of Chief Commissioner, July 10, 1924, concurred in by Mr. Commissioner Lawrence.

Clappison bridge, so called, is on the trunk highway recently constructed between Hamilton and Guelph, in the province of Ontario, on the road allowance between the townships of East and West Flamboro, county of Wentworth.

For more than 100 years, the highway existed at this point, but in the year 1913, when the Canadian Pacific Railway constructed their line it was agreed between them and the municipal authorities that the highway should be diverted at this point a certain distance to the east where it passes over the railway track at a cut by means of an overhead bridge. By agreement the municipality conveyed that portion of the old highway within the railway right of way to the railway company, and the diversion legally became a part of the highway in place of the original location, and by agreement and an order of this Board, the bridge in question was to be built and maintained solely at the expense of the railway company. They constructed a wooden bridge and have maintained it since 1913, which has answered the purposes of traffic up to the present time.

A year ago, the province of Ontario decided to straighten out the road again and constructed a bridge over the railway tracks on the old location, thereby causing an abandonment of the present wooden bridge, but as the railway company is responsible for the maintenance of this bridge in perpetuity, the question which the Board has to decide is what amount of money they should pay at the present time to the province, as a settlement of all claims which the province might have against them in the future, for construction and maintenance.

It seems to be admitted by all parties, that the present bridge has outlived its usefulness, and must be rebuilt, and at the hearing, Mr. Flintoft claimed

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it could be rebuilt for \$3,050. Our Chief Engineer, Mr. Mountain, has personally inspected the locus and he claims that Mr. Flintoft's figures are practically correct for a bridge of the dimensions referred to by him, but on account of the great increase in traffic the bridge, when rebuilt, would have to be 30 feet wide instead of 20 feet, as at present, capable of carrying a load of 15 tons, which would be a fair standard in that portion of Ontario at the present time, and would cost \$5,000.

He also claims that this bridge would have to be surfaced with a top layer of planking about once in three years, and that the bridge would again have to be rebuilt in twelve years, and so on continuously at periods of twelve to thirteen years. As the bridge must be rebuilt at once therefore, I have no difficulty in finding what amount the railway should contribute for that particular purpose, namely the sum of \$5,000, and as the company must rebuild at the end of twelve or thirteen years in the future and keep on doing so, it seems to me in addition to this sum, they should pay the province such a sum of money as would when compounded at 6 per cent interest for twelve years produce a fund sufficient to erect another bridge and leave the capital amount intact for accumulation in the future. I have taken \$5,000 as the amount, and on going over the matter I find that in twelve years \$5,000 compounded at 6 per cent interest would produce \$5,064, and as the bridge might possibly last another year, it seems to me there would be sufficient income not only to provide a fund for rebuilding, but for maintenance as well, and therefore I think \$5,000 is the correct sum for that phase of the case.

Putting these together, it would amount to \$10,000, which the railway company should pay to the province, and be entirely exonerated from any further liability or contribution, either toward the construction or maintenance of the new bridge or of the wooden bridge now existing on the highway.

APPLICATION OF MEIGS PULPWOOD CO., NEW YORK, N.Y., *in re* RATE ON PULPWOOD
IN CARLOADS

*Report of Chief Traffic Officer of Board, July 4, 1924, adopted as Board's
Judgment*

The above matter was submitted to the Board by applicants under date of May 19, 1924, by a statement of facts filed by them, which reads as follows:—

"On August 31, 1923, we commenced the shipment of pulpwood from Greening Que., to Cornwall, Ont., taking delivery of the cars at that point.

"As to the first eight cars arriving at Cornwall (as per schedule A attached) the railroad assessed, and this company paid, freight charges on the basis of 16 cents per cwt., as per page 14, of C.N.R. Tariff C.F-148, C.R.C. E-630 (applying specifically to 'Pulpwood').

"After the arrival of these cars and at a time when a large number of cars were en route to Cornwall, from the same point of origin, the railroad, without previous notice, assessed 28 cents per cwt., instead of 16 cents. This excess charge was applied to nineteen cars.

"Assuming this to be an error, we made claim for refund against the railroad as the freight bills were received by us. Ten of these claims were paid (as per schedule B attached).

"As to the remaining nine cars, the railroad has refused to make refund on the following grounds:—

"That the tariff is applicable only on pulpwood for manufacture and reshipment via the Canadian National Railways, by virtue of the fact that on page 3 of the tariff in question is a list of mileage rates to

forty-four different points in Canada, the heading of which list states that the rates cover pulpwood 'for manufacturing and reshipment via the Canadian National Railways.' It is their contention that the specific rates shown in the same tariff, commencing on page 9, to six points, including Cornwall, are simply a reproduction of the mileage rates '*for the information of their agents*'; that therefore a heading covering the mileage list also applies to the specific rates published in the same tariff and that, inasmuch as the wood was not manufactured at and reshipped from Cornwall, via the Canadian National Railways, although delivery was actually made and accepted at Cornwall, the specific rates listed in the tariff were not applicable to this traffic.

"We consider their ruling in this connection unjust for the following reasons:—

"*One.* Tariffs are published in accordance with legal requirements for the purpose of notifying the public of legally established freight rates and are not subject to change by the railroad without due legal process and public notice.

"*Two.* Tariff C.F.-148, C.R.C. E-630, on the face of it, states 'Special, Local, Competitive, Proportional and Joint Freight Tariff, in connection with Participating Carriers shown on page 2, on Pulpwood, Carloads.'

"The fact that the title specifies 'Participating Carriers' shows that the rates published therein were not intended solely for application to pulpwood 'For manufacture and reshipment via the Canadian National Railways.'

"*Three.* There is no paragraph in the tariff stating that the specific rates shown on pages 9 to 21 are simply reproductions of the mileage rates shown on page 3.

"*Four.* The tariff is specifically divided into three parts, namely, 'Mileage Rates,' 'Specific Rates' and 'Miscellaneous Rates.' The mileage rates are applicable to 44 different points, the specific rates to six points, and the miscellaneous rates to 35 points.

"A specific list of stations to which mileage rates apply appears on page 3 of the published tariff. A specific list of stations to which specific and miscellaneous rates apply appears on page 8 of the published tariff.

"*Mileage rates.* This list contains 44 points, 23 of which do not appear in the list of stations on page 8.

"*Miscellaneous and Specific Rates.* This list contains 43 points, 23 of which do not appear in the list of stations on page 3.

"*Specific Rates.* These rates are applicable to six points, two of which do not appear under the Mileage List of Stations on page 3.

"It is therefore evident that the railroad's contention that 'The specific rates are simply a reproduction of the mileage rates' is incorrect as the two lists, each containing points not named in the other, cannot possibly be a reproduction, one of the other.

"In this connection, we quote from the railroad company's letter dated March 11, 1924:—

"'It may be quite true, as stated by the Meigs Pulpwood Company, that the provision that the wood must be manufactured and the product reshipped via the line bringing it in can be interpreted as applying only to the mileage scale; but, as a matter of fact, the specific rates published in the tariff in question are simply a reproduction of the mileage rates for the information and ready use of our agents, and therefore, it is quite obvious the same restriction must attach to such specific rates.'"

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"Five. On December 1, 1923, after complete delivery of shipments covered by our claims, the Canadian National Railways issued Supplement No. 13 to their tariff C.F.-148, C.R.C. E-630, which changed the cover to read 'Pulpwood, Carloads (For manufacturing and reshipment, except otherwise specified).' On page 2 of the supplement, under the heading 'Specific Rates,' it was noted 'Add reference mark 1 to Cornwall, Cornwall Jet., Georgetown, Merritton, Thorold, Ont., and Windsor Mills, Que.' Reference mark 1, on page 3, read 'Applicable only on pulpwood for manufacturing and reshipment via Canadian National Railways.'

"It is evident that the supplement was issued to cover a point which was not covered by the tariff itself.

"This company has, for the past six years, been shipping pulpwood into Cornwall and taking delivery at that point, the rates always having been assessed on the basis of the tariffs preceding and cancelled by C.F.-148.

"In view of the foregoing we respectfully submit that the proper and legally published rate covering pulpwood moving from Greening, Que., to Cornwall, Ont., prior to December 1, 1923, was 16 cents per cwt., under the provisions of the tariff, and that the Canadian National Railways should be instructed to make payment of the overcharges, statement of which is enclosed (schedule C), with interest from dates of presentation."

SCHEDULE A

SHIPMENTS as to which Correct Rate was assessed

Car Number and Initial	Date of Shipment
G.T.P. 302551.....	Aug. 31
G.T. 20049.....	Sept. 3
C.N. 63444.....	Sept. 5
G.T. 18729.....	Sept. 15
C.N. 428486.....	Sept. 17
G.T. 12094.....	Sept. 19
G.T. 14798.....	Sept. 21
C.G.R. 553628.....	Sept. 24

SCHEDULE B

PAID CLAIMS Covering Shipments from Greening, Que., to Cornwall, Ont., as to which charges were originally assessed on the basis of 28 cents per cwt. and reduced later to 16 cents

Car Number and Initials	Date shipment	Claim Number	Amount	Date Paid
			\$ cts.	
C.N.R. 49152.....	Sept. 28....	M-477	81 72	Nov. 8
G.T. 104489.....	Oct. 9.....	M-481	89 64	Nov. 23
Q.M. & S. 4730.....	Oct. 10.....	M-480	85 32	Nov. 21
C.G.R. 553263.....	Oct. 6.....	M-478	85 68	Nov. 17
C.N. 37422.....	Oct. 27.....	M-494	86 28	Dec. 6
C.N. 327563.....	Oct. 29.....	M-494	84 72	Dec. 6
C.N. 68938.....	Oct. 24.....	M-491	87 00	Nov. 19
C.N. 416688.....	Oct. 24.....	M-485	83 64	Nov. 13
C.N. 324427.....	Oct. 22.....	M-484	85 80	Nov. 24
C.N. 71574.....	Oct. 18.....	M-491	84 00	Dec. 6

SCHEDULE C

Car Number and Initials	Date Shipment	Weight	Rate	Freight	Over-charge	Claim Number	Date of Claim
	1923	lb.	cts.	\$ cts.	\$ cts.		1923
G.T.P. 302629.....	10/ 4	54,700	28	181 16*			
Should be.....		54,700	16	87 52			
G.T. 19871.....	10/ 6	73,300	28	205 24	93 64	M-483	11/10
Should be.....		73,300	16	117 28			
G.T. 22342.....	10/ 9	73,900	28	206 92	87 96	M-479	11/1
Should be.....		73,900	16	118 24			1924
G.T.P. 305061.....	10/13	73,400	28	205 52	88 68	M-526	3/ 4
Should be.....		73,400	16	117 44			1923
G.T. 25009.....	10/16	73,500	28	205 80	88 08	M-486	10/13
Should be.....		73,500	16	117 60			
C.N. 50758.....	10/22	70,900	28	198 52	88 20	M-487	11/15
Should be.....		70,900	16	113 44			
C.N. 317509.....	10/27	74,100	28	207 48	85 08	M-490	11/17
Should be.....		74,100	16	118 56			
G.T.R. 26422.....	10/27	45,000	28	126 00	88 92	M-493	11/20
Should be.....		45,000	16	72 00			
G.T. 6186.....	10/16	59,300	28	166 04	54 00	M-493	11/20
Should be.....		59,300	16	94 88			
					71 16	M-488	11/16
Total.....					816 88		

*There is an error in extension in the amount of \$38.

On May 31 copy of the application and statement of facts therein referred to was served upon the Canadian National Railways. The railway company having not yet answered, it was written to on June 25 and advised that unless the Board was in receipt of an answer by July 1 it would proceed ex parte. No reply has yet been received from the railway company.

The Board is asked for a ruling as to the legally published rate on pulpwood, in carloads, from Greening, Que., to Cornwall, Ont., between August 31 and December 1, 1923. There was in effect during this period Canadian National Railways' tariff C.R.C. No. E-630; this tariff, as per title page, applied on "Pulpwood, carloads."

This tariff contains on page 3 thereof mileage rates on pulpwood from Westfort, Armstrong, Sarnia and Windsor, Ont., and stations east thereof to certain named points for manufacturing and reshipment via Canadian National Railways. This is a mileage scale and shipping points are not named.

On pages 9 to 21 of the tariff specific rates on pulpwood, in carloads, are published, and the specific rate from Greening, Que., to Cornwall, Ont., as shown on page 14, is 16 cents per 100 pounds. With respect to these specific commodity rates there is no reference mark or restriction which would provide for the application of said rates only when the pulpwood is for manufacturing and reshipment via Canadian National Railways. As published, these rates would apply on "Pulpwood, carloads," as per title page of tariff, and without any other qualification such as provided for on page 3.

By Supplement No. 13 to this tariff C.R.C. No. E-630, effective as to advances December 1, 1923, the railway company added reference mark (1) to the rates published on pages 9 to 21 of the tariff to Cornwall, Cornwall Junction, Georgetown, Merriton and Thorold, Ont., and Windsor Mills, Que.; and in the

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same supplement it also added reference mark (4) to Three Rivers, Que. The application of these reference marks, as provided for in said supplement, was as follows:—

(1) Applicable only on pulpwood for manufacturing and reshipment via Canadian National Railways.

(4) Applicable only on pulpwood for manufacturing and reshipment.

It will be observed, therefore, that whereas previously the rates applied to the stations named without qualification, effective with Supplement 13 the application of the rates to destinations with reference mark (1) was on pulpwood for manufacturing and reshipment via Canadian National Railways, while to stations with reference mark (4) the application was only on pulpwood for manufacturing and reshipment and not necessarily, as worded, for "reshipment via Canadian National Railways." The situation is, therefore, that with respect to the specific rates shown on pages 9 to 21 of the original tariff they applied on "pulpwood." By Supplement 13 the application of these specific rates was altered so that in the one case they applied on "pulpwood, for manufacturing and reshipment," and in the other case on "pulpwood, for manufacturing and reshipment via Canadian National Railways." In addition to the change in this supplement providing for two different applications of the rates, it may be further stated that the changes in question were prefixed with the symbol which indicates an advance in rates and the thirty days' notice required under section 331, subsection 3, of the Railway Act was given.

It appears the railway company have taken the position that these specific rates were intended to apply only on pulpwood for manufacture and reshipment via the Canadian National Railways. However, the tariff did not so read. A restricted application of the rates was only made effective in Supplement 13, as already referred to.

The Board has already in a number of cases made rulings regarding the construction to be placed upon provisions contained in railway tariffs to the effect that tariffs are to be construed with strictness and the language and not the intention of the framers is the controlling factor. See Board's Printed Judgments, Orders and Rulings, Vol. X, p. 64, and Vol. XI, p. 477.

On the record, therefore, the situation is that between the dates June 30 and December 1, 1923, the lawfully published rate on pulpwood, carloads, from Greening, Que., to Cornwall, Ont., was 16 cents per 100 pounds, and that said rate was not restricted to shipments "for manufacturing and reshipment via Canadian National Railways." A declaratory order to this effect should issue.

APPLICATION OF J. F. LUSK, BRECKENRIDGE, P.Q., *re* FARM CROSSING

Judgment of Chief Commissioner, July 25, 1924, concurred in by Assistant Chief Commissioner, Mr. Commissioners Boyce, Oliver and Lawrence

The applicant in this case, Mr. J. F. Lusk, of Breckenridge, in the province of Quebec, asks for an order requiring the Canadian Pacific Railway Company to restore his farm crossing at lot 7-c 5th range, township of Eardley, county of Wright, P.Q.

At the hearing, Mr. Lusk stated that he was 49 years of age, had lived near the land in question all his lifetime, but had only owned the property a short time, having purchased it from Mr. Breckenridge, the former owner.

He stated that when the bridge across the small stream at Breckenridge was constructed by the Pontiac Railway Company in 1884 they erected piers on both the east and west sides of the creek, and on the east side a space of 14 feet was left for a roadway under the track and east of the pier, which again

was walled up with timbers against which the gravel of the fill was placed, and claimed that a roadway had therefore been provided by the railway company, which of right belonged to the property.

Mr. Flintoft, representing the railway company, admitted that the road had been built ever since the railway was built, page 3467, and also admitted that there had been a road there before the railway was built.

A short time ago, Commissioner Lawrence and myself personally visited and inspected the location. We found this to be practically the same as described by Mr. Lusk and other witnesses. Without a doubt, when the road was first constructed, two piers were built of timber cribwork and probably partly filled with stone, as there is evidence on the ground showing this, faced up with timbers on the river sides thereof. On the west bank the earth work must have come up closely against the pier. On the east bank the foundations of the old pier are easily visible down next to the water, and also extending east some 15 or 20 feet. So many piles have been driven in place of the old pier that it is pretty hard to tell exactly, without excavation, where the eastern face thereof ceased. It is quite easy, however, to locate the easterly side of the roadway because the old timbers are there to-day, both the cross timbers which would form the face of the roadway and the longitudinal timbers holding the face timbers into the bank.

Some evidence was given that it was a public highway by a Mr. Armitage, who lives across the Ottawa river in the province of Ontario, and who claims that for years they crossed the river on the ice for the purpose of access to Breckenridge station, and always used this roadway. There was also evidence given that this roadway had been used by the public for the purpose of drawing sand from the Ottawa river. No evidence was given of public moneys ever having been expended thereon, and I do not think we have sufficient evidence to justify the Board in finding that a public highway ever existed thereon, but that it was more in the nature of a private road, owned by Mr. Breckenridge who was a very large and influential landowner and business man of the locality, used by him in connection with his affairs, and permitted by him to be used by the public.

At the time the railway was constructed, it obtained a deed of the right of way including the roadway in question, and there is no positive evidence, documentary or otherwise, of any reservation by Mr. Breckenridge, of the roadway excepting the facts as above stated, where the railway company during construction actually constructed for the owner of the land the roadway in question. Therefore, Mr. Breckenridge and those succeeding him in using the roadway, in my opinion, were in a far different position from the ordinary case where the owner of land on either side of the trestle passes between the bents thereof until such time as the railway company requires to fill the same. In this case, the railway company by positive act created and left open for the use of the landowner a roadway under its tracks where the road had previously existed.

About a year ago, the Canadian Pacific Railway Company fenced off the road in question claiming that sometime in the near future they intended rebuilding their bridge or the piers thereof and filling in the space heretofore occupied as a roadway. They claim that the applicant has a level crossing which gives him reasonable access to his land between the railway and the Ottawa river.

The Canadian Pacific Railway Company justified this action on the ground that they had bought and paid for the property when the railway was constructed 40 years ago, and relied upon the Guthrie case decided by the Supreme Court of Canada 1. Canadian Railway Cases, page 16. Mr. Ayles, counsel for the applicant, cited *McKenzie vs. G.T.R.* and *Dickie vs. G.T.R.*, Volume 7,

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Canadian Railway Cases, page 47, decided by the Court of Appeal of the Province of Ontario, in which the facts were practically the same as those in the present case. These cases were first decided by Chancellor Boyd, whose decision was sustained on appeal, the principal judgment of which was written by Moss, C.J., in which he made the following statement, on page 57:—

“There is sufficient in the circumstances and the proved facts to fully justify the conclusions of the learned trial judges that the bridges and under-pass were provided for and enjoyed by the plaintiffs’ predecessors in title as part of the agreement or arrangement under which the defendants’ predecessors in title acquired their right of way through the lands in question”.

While I realize this Board is bound by the decision of the Supreme Court of Canada in the Guthrie case, yet in my opinion, an entirely different set of facts exist in this case and I am inclined to agree with the decision of the Court of Appeal of Ontario, and do not think in so doing I am in any way inconsistent with the decision in the Guthrie case, because this decision is made upon an entirely different statement of facts.

I therefore think the Canadian Pacific Railway Company is bound by the Acts of its predecessors in title and should recognize the right of the present applicant to a roadway under the track where it has existed since 1884, and that the fences should be taken down and the roadway left open for the use of the applicant, the side fences to be connected up with the trestle so as to completely fence the remainder of the applicant’s land. An order should issue accordingly.

APPLICATION OF CANADIAN NATIONAL PARKS BRANCH, DEPARTMENT OF THE
INTERIOR, *in re* CROSSING, CANADIAN PACIFIC RAILWAY, AT CANMORE, ALTA.

*Judgment of Mr. Commissioner Boyce, August 16, 1924, concurred in by
Assistant Chief Commissioner, Mr. Commissioner Oliver dissenting.*

No order is necessary to authorize this crossing as it is covered by Order No. 24118 dated August 24, 1915. A question is, however, raised by the railway company as to the cost of construction and maintenance of the crossing, and a ruling is asked.

The railway is, undoubtedly, senior to the highway and was senior at the time Order No. 24118 was made. The seniority of the railway is undisputed. It was constructed before there were any surveys or roads in the neighbourhood. The original road, or trail (as it was when first constructed), did not follow the lines of any surveyed road allowance but ran diagonally through the station grounds northwest and southeast as shown on plan dated May 19, 1915, filed by the railway company, crossing the tracks of the railway west of Canmore station. This original crossing does not appear to have been authorized by the Board, or by its predecessor, the Railway Committee of the Privy Council. The railway company, by agreement, dated May 7, 1915, which is filed, entered into an arrangement with His Majesty the King, represented therein by the Honourable the Minister of the Interior, to close the original crossing and to substitute for it the present crossing, effecting thereby a road diversion and substituting a road crossing to the east of the station for the old crossing to the west thereof. Order No. 24118 authorized this crossing on the basis and according to the spirit of the agreement referred to, but neither the agreement nor the order made any reference to the cost of construction of the crossing, either old or new. The diversion and crossing were constructed by the railway company, and the crossing has subsequently been maintained by it. The Board is now asked to rule as to such cost.

As the road diversion was put in voluntarily in pursuance of the agreement, I do not think that any order should be made as to the cost of its construction at this late date. I question the jurisdiction of the Board to make such an order. But as to the crossing, before and after Order No. 24118, it is within the province of the Board to dispose of the question now raised, viz: that of the cost of construction and maintenance.

There being no dispute as to the fact of seniority of the railway as to the first—or unauthorized crossing—or as to that substituted for it by said order, I find nothing in the agreement referred to which in law, or by treaty, displaced or interfered with the seniority of the railway. It always was, and now is, senior to the highway, and its claims to seniority cannot be ignored—even after this lapse of time. Had the railway company been alive to its rights the agreement of 1915 referred to might have provided that the whole cost of construction and maintenance, diversion and crossing should have been borne by the Department of the Interior, which was, and is, junior, and its neglect to so provide results in its losing the cost of diversion which it might, by agreement, have provided for. Its voluntary assumption of the cost of building the diverted road should not, I think, be held as any waiver of its rights of seniority at the crossing, past or substituted, and I, therefore, would order that the cost of construction and maintenance of the substituted crossing, provided for by Order No. 24118, be borne by the Department of the Interior, and that the said order be amended accordingly.

COMMISSIONER OLIVER:

I find that by order of the Board, No. 24118, dated August 24, 1918, the Canadian Pacific Railway Company was authorized to construct this crossing in conformity with an agreement between the railway company and the Department of the Interior, dated May 7, 1915. The agreement related to certain exchanges of land for highway purposes. It was the result of an application by the Canadian Pacific Railway Company to the Board for authority,—

- (1) to construct a road through the Canmore station grounds;
- (2) to cross the main line of the railway, with the said road, east of Canmore station; and
- (3) to close that part of the statutory road allowance which crossed the railway tracks and station grounds, a short distance west of Canmore station.

The concluding paragraph of the order of the Board, of date August 24, 1915, is as follows:—

“That the said crossing be constructed in accordance with the standard regulations of the Board regarding highway crossings, as amended May 4, 1910.”

I respectfully submit that such an order authorizing any certain party to construct a highway crossing over a railway is in fact an order requiring the maintenance of the crossing by the same party.

It is of course quite in order, under changed conditions, for the burden of maintenance to be shifted by an amending order of the Board. I assume that in accordance with custom, the Board would expect to be informed of such changed conditions through an application for an amending order by one of the parties. I do not find any such application on file in this case, and I am therefore unable to agree with the conclusions of Mr. Commissioner Boyce, concurred in by the Assistant Chief Commissioner, that an amending order should now be made, relieving the railway company from the burden of cost which was occasioned by their own request, incurred to serve their own purposes and convenience, and from which burden they have not asked to be relieved.

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I respectfully submit that it is entirely unusual for the Board to amend its order under such circumstances, and without a public hearing at which the various interests affected might be represented.

I desire to further submit that the question of seniority, as between the railway and the special highway crossing east of Canmore station, does not and cannot arise in this instance, as the crossing is the result of a special agreement between the railway company and the Department of the Interior. In such case, the terms of the agreement and of the order following upon it must govern.

The specific terms of the agreement, to which the railway company is a party, discredit the suggestion that the railway has any right of seniority in respect to the portion of the highway that was closed by order of the Board. The first and second paragraphs of the recital of the agreement read as follows:—

“Whereas, the lands hereinafter described as public lands in the Rocky Mountains Park, set aside as a public road, and through which the Canadian Pacific Railway main line and station yards at Canmore, Alberta, cross;”

“And whereas, the company has applied to have this road closed and the road through their property, as surveyed by George McPhillips, Alberta Land Surveyor, and shown on the plan herewith, used instead, which road has been built by the company in lieu of the road closed.”

It will be observed that there is no admission of any priority or seniority of right on the part of the railway company, in respect of this portion of the statutory road allowance. The declaration is one of absolute ownership by the Crown, without limitation of any kind, although the railway was then in actual occupation of the road allowance, and therefore, provided such right existed, was in a position to establish and exercise the rights of seniority that it is stated they now assert. That declaration of absolute ownership by the Crown was executed under seal by the railway company, as well as by the Department of Interior.

It is also to be observed that in the part of the same order authorizing the special road diversion, the following sentence occurs;—

“(3) To close all that portion of the road allowance along the eastern boundary of section 32, township 21, range 10, west of the 5th meridian, which lies within the said station grounds except that portion of the said road allowance which lies within the boundaries of the said proposed road.”

That is to say,—The order of the Board which gives effect to the agreement specifically declares that the Crown retains its absolute ownership of the part of the statutory road allowance which is crossed by, and so becomes a part of, the special road therein authorized. The possibility of the establishment of even the most shadowy claim by the railway to seniority of right in respect of the statutory road allowance is carefully and fully guarded against in the terms of the agreement and order which permitted it to be closed.

In view of the terms of the agreement above mentioned, and also of the well understood provisions of the Dominion Lands Act, in reserving from private right in any and every form, the road allowances set apart by that Act exclusively for the public use as highways, whether before or after survey. I am unable to agree that the order of the Board No. 24118, dated August 24, 1915, should now be amended to place upon the Parks Branch of the Department of the Interior any part of the cost of constructing or maintaining the said highway crossing.

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APPLICATION OF CANADIAN NATIONAL PARKS BRANCH, DEPARTMENT OF THE
INTERIOR, *in re* CROSSING CANADIAN PACIFIC RAILWAY, NEAR
CANMORE STATION, ALTA.

Judgment of Mr. Commissioner Boyce, August 16, 1924, concurred in by Assistant Chief Commissioner, Mr. Commissioner Oliver dissenting.

The Commissioner of Canadian National Parks, representing the Department of the Interior of Canada, makes application to the Board for approval of the road crossing over the railway one-half mile west of Canmore station, in Rocky Mountain Park, being the road allowance north of the north boundary of the northeast quarter of section 32, township 24, range 10, west 5th meridian. It is pointed out in support of the application, that although this crossing has been in existence for a number of years, no order of the Board is in existence authorizing the crossing and providing for the cost of its construction and maintenance. The crossing was constructed and has been maintained by the railway company, as it contends through inadvertence and inattention. and it now claims its right to assert its seniority over the highway with consequent claim to cost of construction and maintenance of the original crossing to the same extent as though an order of this Board had been made authorizing the crossing and providing for the cost of its construction and maintenance.

As the crossing was constructed and up to now was maintained without authority from this Board, and the Board is now called upon to make such an order, the contention of the railway company does not seem to be untenable.

The railway was constructed before the road was opened, and before any survey was made, plans of which laid down the concession road allowance opened long subsequent to the construction of the railway. When the railway was constructed through this locality there were in fact no surveys of Government lands at this point. This is an historical fact and is not in issue. Some suggestion is, however, made that by the provisions of law under the Dominion Lands Act (1883) section 4, priority was secured over the railway to road allowance not in existence in fact, and not surveyed at the time the railway was actually constructed. The section referred to reads as follows:—

“4. The Dominion lands shall be laid off in quadrilateral townships, each containing thirty-six sections of as nearly one mile square as the convergence of meridians permits, with such road allowances between sections, and of such width as the Governor in Council may fix.”

The plain reading of the section is that in future surveys to be made, provision for road allowances between sections might be made by the Governor in Council. The road now in question not being in existence at the time the railway was constructed, and there being no surveys of Government lands upon which the Governor in Council could have made provision for road allowances the section referred to does not seem to have any application as affecting the priority acquired by the railway by its surveys and actual construction. To construe this section as giving priority to a road, not set apart and in territory unsurveyed over a railway actually constructed would mean that every road in that vast territory would have priority over the railway, although it had its origin by survey and construction long after the railway was built, which is a wholly inconceivable situation to contemplate. Neither the surveys nor the reservation for road allowances by the Governor in Council could, I think, have any retroactive application.

By Order No. 29681, dated May 27, 1920, the railway company received authority to carry a passing track extension across the highway. No order

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was made as to cost of construction or maintenance of said crossing. The highway was then in existence, but the plans filed in support of the application shew that the passing track was merely an extension, on the railway's right of way, undoubtedly senior to the highway, of a track already in existence, and constituted such a reasonable user of the railway company's right of way as might be contemplated when the railway was built, and to which second track it would preserve its seniority.

G.T.R. Co. v. United Counties Ry. Co. (St. Hyacinthe Crossing Case) 7 C.R.C. pp. 294-297.

City of Fort William v. Copp Bros. 11 C.R.C. 149 and cases there referred to.

I think that the order above referred to (No. 29681) with the plans filed and approved on that application by that order, sufficiently authorizes, or ratifies, the previous crossing, but as an order is now asked, there can be no harm in issuing same now authorizing the original crossing, but as the railway is, and was, undoubtedly senior to the highway, the cost of construction and maintenance both of the original crossing now in question, and of the second crossing, authorized under Order No. 29681, should be borne by the Department of the Interior and the order should so provide.

COMMISSIONER OLIVER:

As I understand this case, the point at issue is whether the Canadian Pacific Railway Company or the Parks Branch of the Department of Interior of the Dominion Government shall be at the cost of constructing and maintaining the crossing of the statutory highway over the railway. If the right of the railway is senior, then the Parks Branch must maintain the crossing. If the right of the highway is senior, then the railway company must meet the cost of maintaining the crossing.

The railway claims seniority because its main line track was constructed at the point in question in 1884, and the road allowance was not defined by survey until 1888. On behalf of the Parks Branch it is claimed that the reservation of all road allowances in the Canadian Prairie west by the terms of the Dominion Lands Act of 1883 regarding surveys, gives priority of right to the highway.

The Act of 1883, including its provisions regarding highway reservations, applied to all parts of Manitoba and the Northwest Territories, and therefore included in its scope the whole of what is now Alberta. The only exception to its provisions was land to which the Indian title had not been extinguished. The purpose of the survey provisions of the Act was to establish uniformity of conditions as to the holding of land throughout the prairie west. Reservation was made of sections numbered 8 and 26 in each township, as lands of the Hudson's Bay Company, and of sections 11 and 29 as School lands. These reservations applied before as well as after survey. This is, occupation or improvement of such lands before survey gave no right whatever to them; not even the right of priority of claim, if and when they were being disposed of after survey. The fundamental purpose of the Act in these connections was to make effective reservations before survey. The same purpose was in view in regard to highways. It was intended to, and as a matter of fact, did in actual practice, reserve all highways as defined by the survey system of the Act, before as well as after survey, from private right or claim of any kind.

It is admitted on behalf of the railway, in the case of highways surveyed before a railway is constructed across them, that the highway is senior. I hold the view that the specific reservation of the highway by the Dominion Lands Act establishes its right of seniority against the railway, without actual survey,

as well as with such survey. The date of reservation is the essential point. The survey does not make the reservation, it merely defines the area already reserved.

I am unable to find any statute that gives to a railway company a senior right on unsurveyed highways, more than on surveyed highways within the area subject to the survey system provided by the Dominion Lands Act of 1883.

I cannot agree that a reservation that was made and has been fully recognized against every other claim of prior right, should not also hold good against a claim of prior right or seniority made by a railway company.

As to the question of seniority in regard to the passing track which crosses the highway on the north side of the northeast quarter of section 32, township 24, range 10, west 5; it is admitted that the highway is senior, but the view is expressed by Mr. Commissioner Boyce and the Assistant Chief Commissioner that as the passing track is on the company's right of way, it shares in the seniority that they desire to accord the main line track.

I regret that I cannot see force in this argument; the main track occupies a place on the railway right of way, as does the passing track. It is admitted on the part of the railway that if the highway had been surveyed before the main track was constructed, the highway would be senior. The highway was surveyed before the passing track was constructed therefore the highway is senior to the passing track; and according to accepted rule, the railway being junior, must pay the cost of maintenance of the crossing, so far as the passing track is concerned.

If because of alleged seniority of the railway, the Parks Branch must pay the cost of maintenance of the crossing over the main line of the railway, the same reasoning would compel the railway to pay the cost of maintenance over the passing track. In such case, each party would pay half the cost of the maintenance of the crossing, instead of the Parks Branch being compelled to pay the whole. The foregoing argument is offered without prejudice to the previous contention that the railway being junior to the highway, both as to its main and passing tracks, should pay the full cost of maintenance.

For the reasons herein given, I find myself unable to agree with the conclusions of Mr. Commissioner Boyce, concurred in by the Assistant Chief Commissioner.

1st. That the through line of the railway is senior at the above described crossing; or

2nd. That seniority of the main line, if admitted, because of prior construction, should give like seniority to the passing track, of subsequent construction.

APPLICATION OF DEPARTMENT OF PUBLIC WORKS, B.C., *in re* LEVEL HIGHWAY CROSSING, ESQUIMALT AND NANAIMO RAILWAY COMPANY

Judgment of Mr. Commissioner Boyce, August 22, 1924, concurred in by Assistant Chief Commissioner and Mr. Commissioner Oliver

The application for this highway crossing was not seriously opposed by the railway company at the hearing, and it was then understood that the order was to be made granting the application, but reserving the question of cost of construction and maintenance thereof, the dispute being confined at the hearing to that question.

The onus of proof that what is called the Gainsberg road was, prior to the construction of the railway, a public highway, lies upon the applicant, the Department of Public Works of British Columbia. The only direct evidence in support of the contention of the applicant department that this alleged highway was senior to the railway is contained in the statutory declaration of one

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Ellen McKay, which was filed at the hearing, and which merely states the fact that in the year 1899, one Andrew McKay worked on this road and received pay for such work from the Provincial Government, the pay received being in the neighbourhood of \$150. By a letter from one, J. G. Curren, road foreman, dated June 24, 1924, enclosing the above declaration to the District Engineer of the Public Works Department of British Columbia, and which letter was filed at the hearing, it appears that the affiant, Ellen McKay, was the widow of the late Andrew McKay, who owned and operated lot No. 27 adjoining this proposed crossing, and that it was for them that the Gainsberg road was put in by the Government. Mr. Curren further states that he is unable to find anyone who worked on the actual construction of the road. The letter accompanying the declaration, and which letter must receive as much respect as the declaration, because it is filed by the applicant, considerably limits the value of Mrs. McKay's statement. For all that would appear from the statements of Mrs. McKay and Mr. Curren, a small amount of public money was spent in the neighbourhood of lot No. 27 for road purposes near the proposed crossing for the benefit apparently of the owners or occupiers of lot 27, who were farmers.

It does not appear from the evidence submitted that what is called the Gainsberg road was ever in reality surveyed or dedicated by law as a highway. The application being by the Department of Public Works having jurisdiction over roads in British Columbia, it would be expected that definite and precise evidence by plan and public documents would be available to establish the fact that this so-called road was a highway, and had the status of a highway at the time the railway was built.

Mr. Philip, the District Engineer of the Public Works Department, made the following statement with reference to the condition of this so-called road (page 4718):—

“Now in the early days this was a section called Deep Bay and the settlers did not follow any defined route at all; they cut the trees down and wandered across on any line. When the railway came along and obliterated that highway, we naturally had to relocate to Deep Bay and that is possibly the point Mr. McMullen is making, that possibly a diversion was made; but there is no evidence to prove that there was any diversion made as far as I know”.

I regard this statement as clearly supporting what is alleged on behalf of the railway company and shown upon the sketch or plan, exhibit “A” to the affidavit of Thomas Brooks Milne, filed since the hearing, that what is called the Gainsberg road was merely a trail, impassable as a highway, and up to the time and after the railway was built not being passable for vehicles.

As against the very indefinite and unsatisfying evidence on behalf of the applicant as to the status of this road as a highway, the railway company has filed, with the leave of the Board, the statements or declarations of R. T. Milne, Thos. B. Milne, R. A. Bainbridge, Division Engineer of the Railway Company, and Joel Willard and Ed. Ginsberg. These statements have all been submitted to the applicant department, which has had every opportunity to reply to the same. These statements and declarations appear to establish the following facts:—

1. That what is called the Gainsberg road was apparently a trail or private road from the Island highway to the waterfront, and that at least up to the time of the construction of the railway, it was never used as and was not passable as a highway.

2. That the irregular and meandering nature of the so-called trail, as shown on the plan, indicated that it was not laid out on any plan as a highway.

3. That no work was done upon this trail to fit it for highway traffic, and that what money was expended was in patches to serve the convenience of specific farmers served by the trail.

4. That after the completion of the railway in 1914, no grading was done at the proposed crossing, nor were crossing planks put down between the rails, and no vehicles used the railway crossing until 1923, when a private farm crossing was graded for the Esary Timber Company on request of Mr. Ginsberg, and covered by a farm crossing agreement.

5. The alleged road, at least until the last two years, never had the status of a highway, nor was it used as such.

I cannot come to any other conclusion than that which the preponderance of evidence, as shortly outlined, leads me to, namely, that what is called the Gainsberg road was not in fact and in law a highway prior to the construction of the railway at the point of the proposed crossing; that the road was not used as a highway and never acquired seniority over the railway by virtue of it being a travelled trail in certain portions to suit particular residents. The expenditure of public money upon the trail is not, in the circumstances as I view them, and as I would find them, a factor in making up the wanting elements to constitute this road a highway in law or in fact. There is only one definite instance shown of an expenditure of money, and that is the expenditure as I have stated as having been made at a particular place to serve particular residents.

The burden of proof of the issue as to the existence of this road as a highway, and also as to its seniority over the railway, being upon the applicant department, I am unable to find that the Department has discharged that onus and would find facts as above stated in negation of the claim upon which this application as to priority is based.

The order should therefore go for the establishment of a crossing according to standard, the cost of construction and maintenance to be borne by the applicants.

APPLICATION OF D. D. CAMPBELL, WINNIPEG, MAN., *in re* INTERPRETATION OF SECTION
8. BULK GRAIN BILL OF LADING

Judgment of Mr. Commissioner Boyce, October 9, 1924, concurred in by Assistant Chief Commissioner. See also Judgment of Mr. Commissioner Oliver, September 19, 1924.

I have considered what is involved in this complaint with what was submitted at the hearing in Winnipeg. The interpretation of section 8 of the Bulk Grain Bill of Lading is involved. I am unable to see any difficulty in the matter. The interpretation of the section is plain. The proviso in the section requiring forty-eight hours' notice of the intention of the company to divert grain into another elevator than that to which it is consigned, is subject to plain exception in cases of grain consigned to Port Arthur, Fort William, and Westfort, Ont. If then, effect is to be given to these words, and I think effect must be given to them, the forty-eight hours allowed to the party entitled to receive the grain after notice has been sent or given within which to remove it, does not apply to consignments to those three excepted terminals. The shipment in question was consigned to Fort William, one of the excepted terminals, to which the proviso was not to apply. That a particular elevator at that point was designated does not, I think, take it out of the exception, which manifestly includes all grain consignments to Fort William. Mr. Lannigan's statement at the hearing and the very cogent explanation he made for this exception to the proviso seem to clarify anything that was obscure in the section.

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The Bulk Grain Bill of Lading filed at the hearing shows that the consignment in question was received at Webb from W. R. Johnston as shipper, September 24, 1923, by the Canadian Pacific Railway Company consigned to the order of the Inter-Ocean Grain Company at Fort William. Notification was to be made to the Inter-Ocean Grain Company at Winnipeg, and the consignment was in care of the Mutual Elevator at Fort William. There is a notation on the copy filed, reading as follows: "To be unloaded at Canadian Government Elevator," signed, "W. R. Johnston, shipper." On this copy there is no endorsement, but on the copy enclosed by Mr. Flintoft in his letter of April 22, 1924, there is an endorsement reading as follows: "Deliver to order of Canadian Government Elevator," signed, "Inter-Ocean Grain Company, Limited, per R. Huslabé." The original bill of lading was not produced, but from these bills of lading filed and from what is stated by counsel for the applicants, it appears that the consignment went forward to Fort William, and there became subject to, and was dealt with, under the provisions of section 8 of the conditions, and was unloaded at the Canadian Government elevator, apparently with the concurrence in writing of both shipper and consignee, whether before or after it has been determined that the car should be set aside for survey. The fact is that the bills of lading did bear that notation. Whether they bore them or not, in my opinion, the provisions of section 8 would justify the railway company, in the circumstances, in dealing with the consignment as it did deal with it.

The claimant, at the trial, filed a formal claim before this Board for \$733.37 for wrongful delivery of his car of grain by the company. This Board, as was pointed out to the counsel for the applicant at the hearing, had no jurisdiction to entertain or adjudicate upon the pecuniary claim involved, and this was conceded by counsel for the applicant. Some reference was made however, to the fact that there was, or would be, litigation in the courts. At the hearing, I expressed some hesitation as to the propriety of the Board giving an interpretation of the conditions of the bill of lading in view of the probability of litigation upon a pecuniary claim in provincial courts, and thereby, to some extent, embarrassing the provincial court in dealing with law as well as with fact. I am still of the same opinion.

Subject to the above, my opinion is, that the consignment was dealt with, under section 8 of the conditions of the bulk bill of lading, in a manner in which, under the circumstances disclosed, the carriers might properly deal with the same.

ASSISTANT CHIEF COMMISSIONER:

What is involved is the interpretation of the proviso in section 8 of the bulk grain bill of lading. The provisions of the various forms of bill of lading, under which traffic moves, were worked out between representatives of the shippers, the Bankers Association and the railways. The only particular in which the Board was asked to rule in settling the final form was in connection with the time limitation attaching to the filing of claims. The provision now involved is, therefore, one which was worked out in agreement by parties fully cognizant of conditions in the trade. The words appear to me to clearly show the intention. I agree in the reasons for judgment of Commissioner Boyce.

COMMISSIONER OLIVER:

Section 8 of the Bulk Grain Bill of Lading, of which an interpretation is desired, as follows;—

"Grain in bulk consigned to a point where the carrier has an elevator or warehouse, or where there is a public or licensed elevator or warehouse, may be delivered and placed with other grain of the same kind and grade, without respect to the ownership, and for the purpose of

this, Port Arthur, Fort William and Westfort, Ont., shall be deemed one point, provided that this shall not apply (except in cases of grain consigned to Port Arthur, Fort William and Westfort, Ont.), unless the grain is not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays), after written notice has been sent or given. Bulk grain so stored shall be held at the risk of the owner, and without liability on the part of the carrier.

"If a Dominion Government grain inspector shall decide that any part of the grain herein described is not dry or is otherwise unsuitable for warehousing, then what is so decided to be wet or unsuitable may, in the discretion of the carrier, at the owner's risk and expense, both as to transshipment and transfer or otherwise, be deposited in any available public or licensed elevator or warehouse equipped with special machinery for the treatment of unsound grain, to be there stored, elevated or otherwise treated, either separately or in common with other grain of similar class and on arrival there, ready for delivery, the carrier's liability in respect to it shall be ended."

The application for interpretation arises out of the consignment of a car of wheat from Webb, Saskatchewan, over the Canadian Pacific Railway, to the order of the Inter-Ocean Grain Company, Limited, in care of the Mutual Elevator, Fort William, Ont. The applicant states: That the car contained 2,044 bushels of wheat, of No. 1 Northern grade, and 85 bushels of No. 1 Northern with which was mixed 5 per cent of rye.

That the Grain Company refused to accept delivery of the car, because of the mixed condition of a part of the carload. The inspection service at Winnipeg had not given it a grade. The car was held at Fort William for resurvey by the Inspection Department from October 2. The contents were graded "Wheat and rye." The car was released by the Inspection Department on October 14.

That on October 16, without notice to the consignor or consignee and without instructions from either of them, the car was unloaded by the railway company at the Canadian Government elevator. The content was placed in a bin with other mixed grain and its identity lost.

That as a result of the loss of identity, the consignor only received the price of mixed grain for the whole carload. If the identity of the grain had been preserved, the 85 bushels of mixed grain could have been deducted and the price of No. 1 Northern secured for the remaining 2,044 bushels. The difference to the shipper in the amount received for his car of wheat amounted to over \$700.

The applicant, as agent of the consignor, claimed that under the terms of section 8 above quoted, he was entitled to forty-eight hours' notice by the railway company of its inability to deliver as ordered (because of the refusal of the consignee to accept), before unloading elsewhere. Had he received such notice, he could have taken measures that would have protected the interests of the owner of the grain. Not having received notice, he was unable to do so.

In his statement of the case on behalf of the railway, the solicitor of the railway company says:—

"It is submitted that the provisions of section 8 of the Bulk Grain Bill of Lading are perfectly clear; to the effect that where grain in bulk is consigned to Port Arthur, Fort William or Westfort, it may be placed in an elevator belonging to the company or a public or licensed elevator with other grain of the same kind and grade without respect to ownership. The requirement as to forty-eight hours' notice does not apply to these points at all."

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Where one of the parties to the dispute reads a certain condition as guaranteeing him forty-eight hours' notice before grain can be diverted, thereby giving him the opportunity to protect the interests in which he is concerned, while the other party reads it as not providing for any notice whatever, either before or after the diversion of the grain, it would seem to be established that section 8 of the conditions governing the Bulk Grain Bill of Lading, is not as clear or as definite in its terms as it should be. As these conditions are only effective subject to the sanction of this Board, it would seem that the application to the Board for an interpretation is entirely in order and calls for a definite ruling in reply.

If the interpretation given by the solicitor for the railway company is accepted, the result is very far reaching, no matter who the grain may be consigned to, the railway may deliver it to whoever it pleases, at either of the three points at the lakehead, at its convenience and without notice of any kind, either before or after such delivery to any person or interest. If that is the actual meaning of the section, it would seem that a revision of its terms, to preserve in some measure the rights of owners in their property, would be in order.

The necessity for special conditions governing the transport and delivery of grain in bulk arises from the fact that when a carload or any other specific quantity of grain in bulk, goes into storage under the usual conditions, it loses its identity by being mixed inextricably with other grain. Once the grain has been delivered into storage, the right of ownership in that specific volume of grain is lost, and in its place the owner accepts a right of ownership of an equal volume of grain of the same grade, as defined by Government inspection.

It is a fundamental principle of this system of handling grain, that identity of grade must be established by inspection before identity of the grain itself is allowed to be lost by its removal from the car in which it was shipped to the elevator or place of storage. The provisions of section 8 as to transfer from car to elevator only apply after the grain has been inspected. The words are:—

“May be delivered and placed with other grain of the same kind and grade without respect to the ownership”;

Obviously inspection must be made before the “kind and grade” can be decided for purposes of storage. Up to the time of final inspection, for railway freight purposes, bulk grain differs in no respect from any other ordinary commodity, and when it is refused by the consignee before an inspection certificate that it is fit for storage has been granted, it is and can only be subject to the rules ordinarily governing the shipment of any other commodity.

During the fourteen days in which the car in question stood at Fort William awaiting inspection it was subject to the conditions governing ordinary commodities in carloads, which have been refused by the consignee, and had not yet come within the provisions of section 8 of the conditions governing bulk grain bills of lading. That being the case, I beg to submit that the contention of the railway solicitor that under section 8 above mentioned, the railway was relieved from giving notice to the shipper of the refusal of the consignee to accept the grain for storage is not valid, and has no warrant in the clause of section 8 quoted by him.

I beg to further submit that the railway solicitor's interpretation of section 8 would not apply in any case in which a car of bulk grain was refused by the consignee before inspection. Also that equally it would not apply in case a consignee refused to accept for ordinary storage a car that had been inspected as fit for storage, as might be the case if there was no room in that particular

elevator for storage of the kind or grade of grain which the car contained. If the consignee refuses to accept delivery the car must remain in the hands of the railway as an ordinary commodity, until the shipper directs it elsewhere. To do this, he must be given notice in order to properly protect his interest, in accordance with established custom.

While section 8 provides that at the lake terminals bulk grain may be delivered according to identity of goods, without special order of the shipper, it also provides that at all other points there must be forty-eight hours' written notice before delivery can be made that does not preserve the identity of the grain. This provision protects the right of the shipper in the identity of his grain at all points where transportation conditions do not demand rush delivery. At the lake terminals, only, the shipper must accept delivery into storage according to grade instead of insisting on separate storage of the actual grain; but there is no suggestion that the order for delivery to the particular consignee can be ignored without instruction from the shipper.

It will be noted that in the second part of section 8, in which grain not in condition for storage as to grade is dealt with, and by the terms of which, under certain well defined conditions, grain may, on the responsibility of the carrier, be diverted from the elevator to which it had been consigned, to another without notice to the shipper, the following words are used:—

“May, in the discretion of the carrier . . . be deposited in any available public or licensed elevator equipped with special machinery for treatment,” etc.

That is to say, when it is intended to allow the diversion of grain not in condition for bulk storage from the elevator to which it was consigned to another, that intention is clearly expressed and the special reasons that make such action necessarily are clearly defined. Had there been any intention of allowing grain in condition for bulk storage to be delivered to an elevator to which it had not been consigned, it can only be assumed that that intention would have been as clearly expressed as in the case of grain unfit for storage, and the reasons as clearly given. As the reasons which make necessary the provision in regard to grain not fit for bulk storage do not exist in the case of grain inspected fit for bulk storage, no reason could be given for allowing diversion at will of such grain by the railways. If there had been any intention of allowing such diversion, it would have been definitely expressed; not having been expressed it cannot be presumed to exist.

I would further respectfully submit that if it has been the practice of the railways to divert grain at will without notice, in accordance with the interpretation given the first part of section 8 by the railway's solicitor, it would be well that the section should be so amended as to leave no question that that is not a proper interpretation.

The latter part of section 8 specifically permits the railway to divert, without notice, grain “unsuitable for warehousing,” from an elevator to which it has been consigned to a hospital elevator for treatment, presumably such treatment as will make it suitable for warehousing. While the provision is chiefly intended to apply to wet grain, it specifically included grain declared “otherwise unsuitable for warehousing,” by a Dominion Government grain inspector. The Inter-Ocean Grain Company refused to accept the car of grain in question until it had been inspected, it was found on inspection to be mixed wheat and rye, and therefore unsuitable for warehousing in the Mutual elevator. It would seem that the latter part of section 8 clearly provides that in such case the car should have been delivered to a hospital elevator for such treatment as would have fitted it for ordinary storage. Notice to the consignor is not required, but

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the burden of ordering the proper disposition of the grain is distinctly laid upon the railway company, as a condition of being relieved of responsibility in regard to the delivery of the car as ordered. The loss suffered by the consignor was not because of any lack of definiteness in the terms of section 8, but because the plain directions of section 8 were not followed by the railway company in their delivery of the grain.

In re COMPLAINTS AGAINST CROWSNEST PASS RATES, GENERAL ORDER NO. 408

Judgment of Chief Commissioner, December 6, 1924, concurred in by Assistant Chief Commissioner and Mr. Commissioner Boyce.

Notice of intention to apply for leave to appeal to the Supreme Court of Canada from the judgment of the Board of Railway Commissioners in this matter, on questions of law or of jurisdiction, or of both law and jurisdiction, was given on behalf of the provinces of Alberta, Saskatchewan and Manitoba, and at the same time notice was also given that, at the time of such hearing, a further application would be made to the Board, under section 52 of the Railway Act, for an order extending the time within which to appeal from the order of the Board.

At the hearing, the time within which to obtain such leave was extended until the tenth day of December, 1924; and pursuant to the application for leave to appeal to the Supreme Court of Canada, questions both of law and jurisdiction were submitted and supported by argument of counsel representing the different interests involved. Such questions so submitted have had the careful consideration of the Board.

It is the opinion of the Board that the issues involved should be submitted for determination by the Supreme Court, and the questions proposed by counsel have been examined and made use of, with the object of covering all points in issue between the parties, as far as the same are involved in the Board's decision in this matter.

In the opinion of the Board the subjoined questions should be submitted for the consideration of the Supreme Court as questions of law and jurisdiction namely:—

1. Whether, as a matter of law, the Board is empowered, under the jurisdiction conferred upon it by the Railway Act, or otherwise, to authorize railway rates upon the railway of the Canadian Pacific Railway Company in excess of the maximum rates referred to in the Crowsnest Pass Act, being chapter 5, 60-61 Victoria, Statutes of Canada, and in the agreement therein referred to, upon the commodities therein mentioned.

2. If the court shall be of opinion that the Crowsnest Pass Act or agreement is binding upon the Board of Railway Commissioners for Canada, then, according to the construction of the Crowsnest Pass Act, section 1, clause (d) and the agreement made thereunder:—

- (a) Are the rates therein provided applicable to traffic westbound from Fort William and from all points east of Fort William, now on the Canadian Pacific Railway Company's railway; or, are such rates confined to west-bound traffic originating at Fort William and at such points east of Fort William as were at the date of the passing of the Act and (or), the making of the agreement, on the company's line of railway?
- (b) Are such rates applicable to traffic originating at points east of Fort William which were, at the date of the passing of the Act, and (or), of the making of the agreement, on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company?

- (c) Are the rates therein provided applicable to traffic destined to points west of Fort William, which are now on the Canadian Pacific Railway Company's railway, or on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company? or
- (d) Are such rates confined to traffic destined to points west of Fort William which were, at the date of the passing of the Act, or the making of the agreement, on the Canadian Pacific Railway Company's railway, or on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company?

3. Whether, as a matter of law, the Board is empowered, under the jurisdiction conferred upon it by the Railway Act, or otherwise, to authorize rates upon the Canadian Pacific Railway on grain and flour, from all points on the main line, branches or connections of the company west of Fort William, to Fort William and Port Arthur, and all points east, beyond the maximum rates specified in the Crowsnest Pass Act and agreement, and referred to in chapter 41, Statutes of Canada (1922).

APPLICATION OF GILLIES BROS. LTD., BRAESIDE, *re* INTERSWITCHING FACILITIES
Judgment of Mr. Commissioner Boyce, December 31, 1924, concurred in by Assistant Chief Commissioner

Gillies Brothers, the applicants, are large lumber manufacturers at Braeside, Ont., and their industry is, and for many years has been, served by spur connection with the tracks of the Canadian Pacific Railway Company, at Braeside, which place is located on that company's line three miles more or less west of Arnprior. The eastern end of the applicants' lumber yard is, it is said, 5,800 feet from the diamond at Arnprior where the Canadian Pacific is crossed by the Canadian National Railway. The applicants base their application upon the fact that, having no access to the Canadian National lines is a great drawback to them, in the matter of rates, in reaching non-competitive points on the Canadian National Railway, owing to their being subject to the combination of local rates from the furthest junction point to destination. This difference, they allege, often amounts to from six to eight cents per hundred pounds, whereas if they had interswitching, at Arnprior, they would, they say, only be called upon to pay one-half of the switching charge, which would be a minimum of \$2.50, as against the local rate. Other disadvantages to their business by the absence of, and advantages to their business which would result from interchange facilities with the Canadian National, are pointed out in the application and were emphasized at the hearing.

The application is made by the Gillies firm alone, and, apparently, for the benefit and convenience of their business, and to cheapen and facilitate the cost of it. They did not apply in the interests or on behalf of the public, and although the Mayor of Arnprior appeared at the hearing and stated that he had been authorized by his council to represent to the Board that in the opinion of the council the interchange would be in the public interest from many standpoints, he also admitted that there had been no great representations made to the council "except the simple question of Mr. Gillies asking the council if they approved, or opposed the proposal". The interests of the shipping public were not stressed in support of the application and it was not made apparent that there was any public demand for the facility applied for by any other industry outside of that of the applicant. The Dochart Brick Tile and Terra Cotta Works, which had supported a previous application for interchange, presently to be referred to, filed a consent to the transfer of their application to the site now proposed, but this firm was not represented at the hearing and no traffic figures were filed by them in support of this application.

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The same applicants, under date November 10, 1913, applied for an interchange order, at Arnprior, and, after a hearing, the Board, by its judgment, dated November 25, 1914, decided that the order asked for should be granted upon the terms and at the site and upon the terms therein referred to, and pursuant thereto Order No. 23250 of this Board issued February 1, 1915, and by subsequent Order No. 24415, dated November 8, 1915, the plan showing the proposed interchange tracks so authorized was approved upon the terms in said last mentioned order set forth.

Under date, November 12, 1915, the applicants wrote to the Board, acknowledging receipt of the last-mentioned order and expressing satisfaction with the disposition made by the Board of their application. Order No. 24415 was passed in consequence of the parties being unable to agree to the plans under Order No. 23250, and a consequent reference to and settlement by the Chief Engineer of the Board as to the location, whose report, dated April 23, 1915, is on file.

Between the date of the last of the above-mentioned orders and the date of the present application nothing was done to construct the interchange thereby authorized. It never was constructed; the reason offered on the present application being that it involved considerable capital expenditure for purchase of land, installation of tracks, etc. The present application asked for establishment of interchange in the lumber yard of Messrs. McLachlan Bros. Limited, lumber manufacturers at Arnprior, who consented to this being done.

For nine years, therefore, there was no use made of the interchange granted by the Board, in 1915, and it was admitted by the applicants at the hearing that there is no greater demand for lumber now than in 1913, the demand being about the same, and that the prospects for business in lumber now are not better than they were a few years ago, and at the present time are not bright.

The proposal now before the Board is to allow a public interchange at a point $2\frac{1}{4}$ or $2\frac{1}{2}$ miles away from the point settled by the Board's orders of 1915, and that such interchange be installed and maintained as a public interchange upon the private spur track, or siding, of McLachlan Bros. at Arnprior, which spur is subject to a lease between McLachlan Bros. and the Canadian Pacific Railway Company, in customary form, which lease contains, *inter alia*, the following clause:—

“(8) That the rights and privileges of the party of the second part under this agreement shall not be transferred or sublet, either in whole or in part, except with written consent of the railway company; provided that the railway company shall not withhold its consent to such transfer without good and sufficient reason and the party of the second part shall have the right should the railway company withhold its consent to such transfer to appeal to the Board of Railway Commissioners for Canada.”

The Canadian Pacific Railway Company, through its counsel, Mr. Wood, strongly objected to the use of this siding for the purposes of a public interchange upon several grounds, some of them pertinent and substantial, the most substantial and all embracing being that the company refused to consent to the sidig being used for any such purpose. The company objected, *inter alia*, because:—

- (a) A private siding was not part of the railway and not subject to the provisions of section 253 of the Railway Act.
- (b) That such a transfer would be inconvenient, unsafe, and would entail unreasonable expense and difficulty of operation upon the Canadian Pacific Railway Company.

- (c) That the construction of the siding is not fitted for use as an interchange track, was not intended for any such purpose, and the tenure of the land on which it is located would be a bar to the Board in ordering its use as a public interchange track; and
- (d) That there was no public interest involved and the advantage to be derived from the interchange would be insufficient.

The objections, as to inconvenience, expense, and insecurity of operation were supported in the evidence of Mr. S. W. Crabbe, Divisional Superintendent of the railway, who also pointed out that the proposed interchange would be 4.83 miles from the track connection at Braeside (that is, beyond the inter-switching area) and there is no connecting point nearer than that at which the railway company could put an engine in to the interchange.

Mr. Fraser, K.C., for the Canadian National Railway, at the first hearing, and Mr. Chisholm, K.C., at the latter hearing, supported the application and offered to contribute to the cost of the facility.

When the matter was first spoken to, November 4 last, it was pointed out to counsel that the consent of the McLachlin Bros. Limited, to the use of the siding for an interchange, only extended to its use by the applicants, and the further hearing of the application was adjourned until 2nd instant to enable applicants to decide as to what course they would take as to this qualified consent.

Under date November 8, 1924, McLachlin Bros., Limited, filed their consent to the proposed interchange being used "by any traffic." The Canadian Pacific Railway Company, however, has contractual rights under the agreement, and it insists for the cogent reasons cited, upon its refusal to consent under the clause of the agreement I have cited.

Between the hearing of November 4 and December 2 last, the question of title was drawn to the attention of the applicants by the Board, and their attention was drawn to the ruling at Hamilton, Ont., of the late Chief Commissioner, in the Ingersoll Interswitching Case (October 29, 1919,) that until either of the railways concerned owned the land on which it was proposed to establish the public interchange, the Board was without jurisdiction to make an order against the railways. Specific reference was made to this ruling and the evidence, and it was suggested that the applicants should take legal advice thereon before coming to a hearing on December 2. The applicants, however, at the last mentioned hearing, did not argue upon this question to show any reason why the Ingersoll ruling should not be applicable to this state of facts, and left this important question just where it was left at the previous hearing in November. Neither did the applicants argue as to the effect of the Canadian Pacific's refusal to give its consent, under section 8, of the McLachlin spur track agreement.

The private spur upon which the interchange is suggested, should not, I think, in the circumstances, be subject to an order for a public interchange track. The decision of the Board in *Blackwoods v. C.N.R.* 12 C.R.C. 45; 44 S.C.R. 92; *Kammerer v. C.P.R.*, 21 C.R.C. 74; *Beverly Coal Mines and Humberstone Coal Co. v. Grand Trunk Pacific Ry.*, 23 C.R.C. 64, and like cases, referred to generally by counsel for the Canadian Pacific Railway, are, I think, binding upon the Board, upon the particular facts before us, to the extent at least, that the Board should exercise a judicial discretion as to making such an order on those facts.

I am unable to find in the evidence that public demand, or that public necessity, for the interchange at this point.

Had such evidence been presented to us, I think that the uncontradicted evidence, as to the inconvenience, expense, and danger of the operation, of such an interchange, and as to the paucity of industries to be served by it, would justify the Board in refusing the application.

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The interchange granted in 1915 was never made use of. Had there been a public demand for it, and a public injury caused by its non-existence, I think it would have been built and used. The application, so far as it at present appears, is merely to serve one industry, and to grant it in the face of the claim of its invasion of private rights, of its dangerous, inconvenient, and expensive operation, and its questionable utility, if built, would be, in my opinion, to contravene the broad principles followed by this Board in deciding questions of interchange.

Canadian Northern Ontario Ry. Co. v. C.P.R. 20 C.R.C. 200.

The Board's Order of 1915, provided an interchange, approved by the Board's Engineer, and acceptable to the applicants. If there were public interests then involved, that Order would serve that public interest.

Gillies Bros. and G.T.R. v. C.P.R. 18 C.R.C. 44.

I am unable to come to any other conclusion than that for the reasons above mentioned, the order asked for should not be made.

The application will be dismissed.

COMPLAINT OF MANITOBA LIQUOR CONTROL COMMISSION, *et al. in re* SUPPLEMENT NO. 15 THE CANADIAN FREIGHT CLASSIFICATION NO. 16

Judgment of Chief Commissioner, December 6, 1924, concurred in by Mr. Commissioner Oliver.

This case was heard at Winnipeg on the 20th day of November, 1924.

The complainants have put forward that the present classification specifies too high a rate for the carriage of liquors under the conditions now existing. It is pointed out that these charges are based upon an estimate which involves very considerable outlay for policing the freight carried, and it is contended that the conditions which rendered that course necessary at the time the classification was made no longer exist.

Much evidence was adduced to show that the loss by pilferage has very materially decreased, and the deduction we are asked to draw therefrom is that little danger is to be apprehended at present or in future on this account. We do not think this result necessarily follows, but are rather inclined to the view that the present immunity from theft is the result of the very large outlay necessitated by the extra care taken to secure safety for this class of freight and, in our view, the relaxation in police service would more likely be followed by an increase in loss of such goods in transit. The evidence convinces us that the expense incurred has produced the result to which it was directed, but from that fact it by no means follows that a lessened degree of care in this regard would not be followed by a renewed outbreak of the evil which the extra policing has been successful in almost wholly eliminating. Until conditions warrant a different conclusion, we think the present classification should stand.

The application is, therefore, refused.

APPLICATION OF CANADA CEMENT CO., LTD., MONTREAL, P.Q., *in re* RATE ON GYPSUM ROCK

Judgment of Assistant Chief Commissioner, December 31, 1924, concurred in by Mr. Commissioner Boyce.

The application is for a declaratory order defining the rate legally in force from Lythmore, Ont., to points referred to in the application and during the period January 1, 1921, to March 21, 1924. It is contended that under the long and short haul provisions of the Railway Act the rate from Lythmore,

Ont., is the maximum on movements from the intermediate point, Caledonia, Ont., to the destinations in question; and, presumably, it is the intention that if such declaratory order is obtained, and if an adjustment is not obtained from the railway, to take up in the courts the question of a refund of the difference between the rate as charged from Caledonia to the destinations involved, and the rate legally operative as a maximum from Lythmore to the same destinations.

The question involved has to some extent been dealt within—

Application of the Canada Cement Co., Ltd., for adjustment of rates on Gypsum Rock, in carloads, from Caledonia, Ont., to Montreal, Que., and Ottawa, Ont., on a basis not to exceed the rates now in effect on Crushed Stone; and

In the matter of Order of the Board No. 34341, dated Oct. 20, 1923, suspending M.C.R. Co's Supplement No. 69 to tariff C.R.C. No. 3074, effective November 3, 1923.

Board's Judgments & Orders, Vol. XIII, p. 317.

There was, *inter alia*, involved therein the question of the long and short haul clause. It was alleged by the Michigan Central that the rates operative from Lythmore were erroneous in that through oversight the increases authorized by the Board in various decisions had not been applied to the rate effective. It was further contended by the Michigan Central that the movements from Lythmore were so limited in quantity that there was nothing in the traffic situation to especially attract the attention of the railway to the erroneous rate quotations. The details in this connection will be found on pp. 319, 320 of the judgment above referred to.

The Board held that under the general rate orders existing, the rates as published from Lythmore were erroneous. As pointed out in the judgment, the Michigan Central, when the application was launched in 1923 and when its attention was drawn to the rate situation, endeavoured to rectify it by filing a tariff on a basis in accordance with the rate increases sanctioned by the Board.

The applicant company, which is also the applicant in the present application, contended that the existing lower level of rates from Lythmore was material to the presentation of its case and that, therefore, the increased rate should not be allowed to become operative pending decision.

The Board, with some hesitation, suspended the rate increases in question. In the decision, after setting out, as above mentioned, that the rate adjustment as published from Lythmore was erroneous, it continued and said that the order which had suspended the cancellation of the lower rate should, so far as gypsum rock is concerned, be rescinded; and further stated that in view of the action thus recommended the rate published in error from Lythmore cannot be taken as a measure of what the rate from Caledonia should be to Montreal and Ottawa; that is to say, the railway was allowed to publish for the future a rate basis increased by the advances found reasonable by the Board.

The present application is for a declaratory order in regard to a past situation.

The movement from Lythmore, on the Michigan Central, to the Grand Trunk points concerned was through Hagersville. The distance between Lythmore and Hagersville is approximately seven miles. Hagersville is also a Grand Trunk point; and from this point to Caledonia, on the Grand Trunk, is approximately ten miles.

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The rate from Lythmore to Montreal, taking this as an example, was, on account of the increases already referred to not having been applied, standing at 16½ cents on one occasion and 17½ cents on another. The detail is contained in the tabular statement set out on page 319 of the judgment as above referred to. Under the increases, the rate would have been 22 cents. During the same period, the rate from Caledonia on the Grand Trunk to Montreal was 19½ cents.

The practice and decisions, both of the United States Supreme Court and of the Interstate Commerce Commission, in connection with the long and short haul clause of the United States Act to Regulate Commerce, and amending legislation, were referred to in the course of the hearing in the present application. *The Parrington Case*, which is published in summary form in *The Traffic World of April 12, 1924*, and in which decision was rendered by the United States Supreme Court in April, 1924, was referred to by counsel for the railway. What was involved therein was the question of reparation in connection with a violation of the long and short haul clause. The Supreme Court held that while a charge not permitted by the long and short haul clause of section 4 may subject the carrier to prosecution by the Government, such disregard of the 4th Section did not afford adequate basis for reparation where there was no other proof of pecuniary damage. Continuing, the Court pointed out the difficulty which might arise in connection with erroneous rate quotations, and used the following language in this connection:—

“The rule adopted by the Commission follows the logic of the opinion relied upon and can be readily applied. The contrary view would not harmonize with other provisions of the Act, and, put into practice, would produce unfortunate consequences. . . . If a lower rate published without authority becomes the maximum which may be charged from any intermediate point, mistakes in schedules (and they are inevitable) may become disastrous. Suppose the rate from an obscure point in Maine to San Francisco via Boston, New York, and Chicago, should be printed at \$15, instead of \$150, and the error remained undiscovered for many months, could all who had paid more than \$15 for passage along that route recover the excess without proofs of pecuniary loss?”

It will be noted, therefore, that what was specifically before the court was the basis of reparation; and putting it in a summary way, the finding was that damage affording a basis for reparation is a matter of evidence, not of presumption.

A similar case was before the Interstate Commerce Commission in *Oregon Fruit Co. vs. Southern Pacific Co. et al*, 50 I.C.C., 719. In this case, carload rates for the transportation of water melons from Sultana and Monson, Cal., to Salem and Medford, Ore., were found to be in violation of the long and short haul clause. Medford and Salem were intermediate to Portland from Sultana and Monson. At the time the shipments moved, there were in effect to Portland rates of 45 cents from Sultana and 47½ cents from Monson. The rates contemporaneously in effect from Sultana to Salem and Medford were 51 cents and from Monson to Salem 50 cents. At p. 722, the opinion of the Commission was set out:—

“There is no proof that the complainant has been in any wise damaged by the maintenance of the lower rate to Portland.”

On the same page, the ruling of the Commission in regard to reparation was set out as follows:—

“In the absence of proof of damage to the shipper, the fact that carriers have charged or received rates which violate the long and short haul rule of the 4th section of the Act is not of itself a sufficient basis for an award of reparation.”

See in this connection the citations given on the same page.

Reference may also be made to *John Nix & Co. et al v. Southern Rd. Co. et al*, 31 I.C.C., 145; and to *Iten Biscuit Co. v. C.B. & Q. Rd. Co. et al*, 53, I.C.C., 729.

So far, then, as the American legislation is concerned, it would appear that the ruling of the United States Supreme Court upholding various rulings of the Interstate Commerce Commission is concerned with the matter of reparation; and it would appear that the remarks as to the status of rates published in error are also concerned with the question of the basis for reparation.

The long and short haul provisions of the Railway Act differ in various respects from the provisions of the similar legislation contained in the United States statutes. Subsection 5 of section 314 reads as follows:—

“The Board shall not approve or allow any toll, which for the like description of goods, or for passengers carried under substantially similar circumstances and conditions in the same direction over the same line or route is greater for a shorter than for a longer distance, within which such shorter distance is included, unless the Board is satisfied that, owing to competition, it is expedient to allow such toll.”

The subsection contains what is in effect a general rule, that where there is a movement in the same direction “over the same line or route”, under substantially similar circumstances and conditions, the charge for the shorter distance shall not be greater than that for longer distance, within which such shorter distance is included, unless the Board is satisfied that owing to competition it is expedient to allow said toll.

Subsection 3 of section 329, dealing with special freight tariffs, contains the following provision:—

“.....
“And greater tolls shall not be charged for a shorter than for a longer distance over the same line in the same direction, if such shorter distance is included in the longer.”

Subsection 3 of section 329 imposes an obligation on the railway. While, as already pointed out, subsection 5 of section 314 lays down a general rule, it is done by imposing an obligation on the Board, i.e., “the Board shall not approve or allow any toll. . . .” Subsection 5 of section 314 is general in its scope and might be assumed to cover the subject matter of special freight tariffs as well. But the reference in section 329 to the long and short haul provision as affecting special tariffs would seem to raise some doubt in this connection.

Further, subsection 3 of section 329, in dealing with the long and short haul provision, provides that a greater toll shall not be charged for a shorter than for a longer distance, “over the same line in the same direction.” Section 314, subsection 5, has a provision “over the same line or route.” The words “or route” it will be noted are not contained in subsection 3 of section 329.

The amendment by adding the words “or route” to section 314 was made in 1919, and from the draftsman’s notes the reason was to make the context clearer. While there is thus some uncertainty as to the relative scope of the two sections, it may be noted that by a tariff circular of the Board, approved under General Order No. 398 of April 11, 1924, section 38 provides as follows:—

“Section 329, subsection 3, of the Railway Act, in connection with special tariffs, provides that greater tolls shall not be charged therein for a shorter distance than for a longer distance over the same line, in the same direction, if such shorter distance is included in the longer distance. Tariffs issued between specific points in Canada containing rates which are not competitive under section 329, subsection 4, shall contain the following clause:—

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'The rates named herein unless specifically indicated are maximum rates and must not be exceeded in the same direction from or to any intermediate point in the direct line of transit.'

The Michigan Central tariffs C.R.C. 2988 and 3074, which were in effect during the period in question, were joint tariffs applying from stations on the Michigan Central and other specified initial lines to points in Ontario, Quebec, and the Maritime Provinces, on various commodities.

A general concurrence form of the Grand Trunk Railway System, G.C. No. 23, filed in favour of the Michigan Central reads as follows:—

"This is to certify that the Grand Trunk Railway System (east of Detroit and St. Clair rivers) assents to and concurs in all joint tariffs and supplements thereto that may hereafter be published and filed by the Michigan Central Railroad Company in which this company is named as a party thereto, in so far as such schedule contains rates which apply within Canada to or via (not from) this company's points."

It would appear that not only was there an erroneous rate basis from Lythmore, so far as the Michigan Central was concerned, but also so far as tariff inter-relations between the Michigan Central and the Grand Trunk were concerned, the concurrence limited its scope to traffic moving "to or via" (not from) Grand Trunk Railway points; and as the Grand Trunk did not file as an initial carrier under a C.R.C. number, it would appear that as a matter of tariff construction, the rule on p. 18 of the tariffs as to application of rates from intermediate stations could only have been intended to apply to stations on the lines of the initial carriers who filed said tariffs under their C.R.C. numbers. The rule reads:—

"Except as otherwise specifically provided for herein, the rate from any station from which a rate to the destination station of the shipment is not published in this tariff, which is directly between two points from which rates are named, will be the same as from that point from which the higher rate is published. If the station is directly between two points from which the same rate applies, such rate will also apply from the intermediate station. If the station is not located between two points from which rates are published herein to the destination station of the shipment, the rate will be the same as from the next named point beyond.

"*Exception.*—The above will not apply when, if by the use of class rates a lower rate can be obtained than under this rule."

The Michigan Central in a written submission states:—

"It is our view that the clause published on page 18, Michigan Central C.R.C. 3074, as to the application of rates from intermediate stations, can have no bearing whatever as to the legal rate to apply from Caledonia because the Michigan Central is not authorized to publish rates from stations on the Canadian National Railways. This intermediate clause applies only from stations on the Michigan Central, and for the account of the railroads for which the Michigan Central issues rates and which roads file Michigan Central C.R.C. 3074 with the Board for their account. The tariff clearly shows that it does not apply from stations on the Canadian National Railways."

The Interstate Commerce Commission in dealing with infractions of the long and short haul clause has held that a merely theoretical or paper rate that has not been used and which was unknown to the defendant until casually discovered will not be accepted as affording a just basis for an order for reparation, on shipments made to an intermediate point at a slightly higher rate, *Missouri & Kansas Shippers' Assn. vs. M. K. & T. Ry. Co.*, 12 I.C.R., 483.

In the case in question, shipments of hay were made from various points to Kansas City. St. Joseph, a point 63 miles beyond Kansas City, had a rate lower than the Kansas City rate. It would appear that for many years there had been no movements of hay from the point in question to St. Joseph and, consequently, no commodity rates had been put in. When hay was offered to move from the point in question to St. Joseph, the railway established a commodity rate somewhat higher than the rate to Kansas City. The Commission, at pp. 484-485, used the following language:—

“Although it is clear that the Class C rate was a paper rate only, so far as hay was concerned, and that the breach by defendant of the provisions of section 4 was therefore purely technical and in no sense substantial, the object of this petition is to take advantage of the situation and to secure reparation on shipments that moved to Kansas City, while the defendant inadvertently permitted its tariffs to remain in that condition.

“While its procedure is to some extent judicial in nature, the Commission is essentially an administrative body; and in the adjustment of contentious proceedings of this kind it ought to examine into the real substance of the matter unembarrassed by considerations that are purely technical. Looking at the complaint from this point of view, it seems to us wholly without merit. We are unable to accept a merely theoretical or paper rate, for the longer haul, that has not been used and was unknown either to the defendant or to the complainant, until casually discovered after it had been the published rate for some years, as affording a just basis for an order for reparation on shipments made to an intermediate point at a slightly higher rate. This view of the matter is supported by the uncontradicted evidence of the defendant, tending to show that Class C rate of 10 cents to St. Joseph was not a compensatory rate on hay, and by the complete failure of the complainant to show that the rate to Kansas City was in itself excessive. That issue although raised in the complaint was abandoned on the hearing.

“The petition must be dismissed and it will be so ordered.”

It is of course to be recognized that these remarks deal with reparation procedure. The Board has no power to deal with reparation or to direct refunds; and unless the Railway Act so permits, it has no power to consider whether the rate at a longer distance point involved in a long and short haul matter, is a paper one or not. The Board's powers, as herein invoked, are limited to declaring what the lawful rate was or should have been (1914) A.C., 1022.

Lythmore is some 17 miles from Caledonia. The traffic in gypsum rock originating at Lythmore and moving to the destinations involved is light. In 1921, while no detail is given, there is said to have been little or no movement; in 1922, two cars moved; in 1923, one car moved from Lythmore to Montreal on October 20, 1923. This movement took place while the application was pending, and after the application dated October 9, to suspend the supplement cancelling the lower rate basis had been received by the Board.

So far as the evidence submitted warrants a conclusion, Caledonia is a much more important point of shipment of gypsum rock than Lythmore. The evidence submitted in the earlier case is that the movement from Lythmore is light and infrequent.

The Grand Trunk alleges that it was unaware of the erroneous rate from Lythmore, until the mistake was brought to its attention by the applicant. The applicant's reply is,—

"The Canadian National Railways was a party to the tariffs of the Michigan Central Railroad Company; they duly received copies thereof, and had every opportunity to check and advise the Michigan Central Railroad if they had any objections to the rates published therein. Under these conditions, the Canadian National Railways are equally responsible with the Michigan Central Railroad for the rates published from Lythmore, Ont."

In a communication on file from the Grand Trunk, it is represented that the claims outstanding amount to some \$41,000. This phase of the matter was not gone into, the Board having no jurisdiction in regard to the claims in themselves. It was, however, intimated by the applicant that the amount involved was less than this; but it was not indicated how much less. Dealing with this phase of the matter, the railway set out:—

" . . . It seems . . . highly improper that the inadvertent action of the Michigan Central should be held to saddle the Canadian National Railways, and as a matter of fact, the people of this country, with the loss of some forty or fifty thousand dollars they have no moral right to. . . . It does not seem to be proper that an action of this kind on the part of the Michigan Central, or any other railroad, should be allowed to seriously deplete the revenues of another railway whose rates are adjudged to be reasonable."

While the matter was thus strongly argued from the standpoint of the equities concerned, and while stress was laid in other portions of the arguments on the position that it was inequitable to make the Canadian National, the successor of the Grand Trunk, responsible for the inadvertent action of the Michigan Central, I am forced to conclude that under the provisions of the Railway Act applicable to the matter involved, the Board is precluded from giving weight to these arguments.

So far as the rate from Caledonia, Ont., on the Grand Trunk System, to Montreal, on the same system, is concerned, it is not contended that this rate is of itself unlawful. There is nothing to show that there was any illegality in regard to the filing and publication of this rate, nor was it so contended. Further, it is not shown that the original rate, prior to the increases allowed by the Board, had been successfully attacked as being unreasonable; and it is not contended that the rate as now operative is not a result of this original rate being increased by addition found reasonable by the Board.

This was the condition during the period covered by the application and in respect of which a declaratory order is asked for. During the same period there was published and in existence from Lythmore, on the Michigan Central, to Montreal, on the Grand Trunk System, a rate legally filed and published but which had not been increased in accordance with the increases allowed by the Board.

The rate in question complied with the statutory provisions as to filing and publication.

As has been indicated the applicant invokes the long and short haul provisions of the Railway Act as controlling the rate from Caledonia.

It was held in the *Stoy* case that the Board had power to declare what the lawful rate was, or should have been, leaving the parties to whatever redress they might be entitled to consequent upon that declaration.

British American Oil Co. v. Can. Pac. Ry. Co., 12 C.R.C. 327, at p. 331;

British American Oil Co. v. G.T.R., 9 C.R.C. 179, at p. 190; (1914) A.C. 1022.

In the *Stoy* case, however, what was involved was a narrow question of law involving the provisions of the Railway Act as applicable thereto, and not going beyond these provisions. There was no reference in the judgments to matters of equity being involved. There was not, in fact, any allegation that there were matters of equity involved.

In the present case there is an application for a ruling as to the lawful rate. The answer of the railway turns on matters involving jurisdiction in equity and seeks equitable relief on the ground of mistake, not of its own action, but due to the action of the Michigan Central Company, by which it may be bound.

While the answer thus involves consideration of the principles of equity the jurisdiction of the Board is limited to the consideration of what falls within the scope of the Railway Act. The Board is given no jurisdiction in equity and therefore the pleas in equity advanced by way of answer do not fall within its jurisdiction.

It would not appear reasonable or proper that because the applicant has invoked the jurisdiction of a tribunal whose powers are thus limited the railway company should be precluded from such consideration as may be proper being given to its answer. And it would therefore appear that since in the case as presented pleas both in law and in equity are adduced the Board should not, by ruling on the one phase of the matter falling within its jurisdiction, preclude action being taken in a court of competent jurisdiction whose powers are such as to permit it to consider both the questions of law and of equity involved. The parties should be so informed.

APPLICATION OF SALADA TEA COMPANY OF CANADA, LTD., *re* REDUCTION IN IMPORT
RATE ON TEA

Judgment of Assistant Chief Commissioner, December 31, 1924, concurred in by Mr. Commissioner Boyce.

This application has been the subject of correspondence and hearing. The details in connection with the application are fully set out in the correspondence. The hearing added to the matter simply a discussion of the general issues involved. The issues and detail concerned are put in a condensed form in the correspondence, and may be gathered therefrom.

The first communication received by the Board from the applicant company reads as follows:—

“There appears to us to be a discrimination in certain freight rates that militates against our competing with our competitors on equal terms in certain parts of Canada.

“The rate, ocean and rail, on tea from Ceylon or India laid down in Toronto is approximately a penny farthing (1½d). Our competitors in Vancouver can bring in tea on what is known as an import rate, hold it there for a very considerable period—quite long enough for them to blend and pack it—and then ship it down here at a rate that is practically equivalent to the above penny farthing (1½d). As it costs us in addition 3.57 cents per pound to reach British Columbia it means that we are at exactly that disadvantage as compared with them. They can not only reach their own market for much less than we can—and this, of course, is admittedly beyond your control—but they can reach

our market, apparently with your assistance, for some three and a half cents less than we can reach theirs.

"Would it not be possible for us to get this import rate made applicable from Toronto or Montreal to outward points? We shall be very glad to hear from you in this matter."

The matter was then taken up by the Board with the Canadian Freight Association which replied as follows:—

"In reference to your communications of March 5 and 21, file 17584, in the matter of rates on tea from Toronto or Montreal.

"The Salada Tea Company of Canada, Limited, make the statement that the rate, ocean and rail, on tea from Ceylon or India laid down in Toronto is approximately a penny farthing per pound, and that their competitors in Vancouver can bring in tea at what is known as an import rate, hold it at Vancouver for a very considerable period, blend and pack it, and then ship it to Toronto at a rate that is practically equivalent to the rate in effect from Ceylon or India to the Atlantic coast, plus the rail rate to Toronto, i.e., a penny farthing per pound.

"The current rate on tea from Calcutta to Montreal and Toronto via Vancouver is approximately \$2.30 per 100 pounds. The current rate from Colombo, Ceylon, to Montreal and Toronto is approximately \$3.15 per 100 pounds, a higher rate from Ceylon being occasioned by the steamer rate up to Hong Kong.

"The rate on tea from Seattle, Tacoma, Portland, Ore., and other Pacific coast ports to Eastern United States points is the same as from Vancouver to Eastern Canada, namely \$1.50 per 100 pounds (see Countiss' Eastbound Import Tariff 30-1, C.R.C. 447).

"No Calcutta or Colombo teas destined to points east of Fort William move via Vancouver. The only teas moving through Vancouver to points east of Fort William are Japan and China teas, and if the Canadian transcontinental lines are to handle any of these China and Japan teas it is necessary that they protect the current rate of \$1.50 per 100 pounds, for the rail haul. This rate is necessary on account of the competition of steamers operating from Japan and China to the Pacific coast in connection with the inter-coastal lines, and also the direct lines running from China and Japan through the Panama canal to the Atlantic coast. If it were possible to do so, the Canadian Railways would have no objection to limiting the application of the present import rate on tea to shipments originating in China and Japan. In actual practice the rate is limited in this manner for the reason that the Indian and Ceylon teas move to the Atlantic coast by the all water route. If the railways cancelled the rate of \$1.50 from Vancouver to Eastern Canada it would not in any way change the present situation, that is, China and Japan teas could still be laid down in Eastern Canada at the present rate. The only result would be that the Canadian railways would lose the haul to either the all water lines or the United States Transcontinental Lines.

"We submit, in view of the above facts, that the rate of \$1.50 per 100 pounds, from the Pacific coast to Eastern Canada does not in any way prejudice the position of the tea companies in Eastern Canada handling Calcutta and Colombo teas.

"A copy of this letter has been sent to the Salada Tea Company of Canada, Limited."

Some correspondence then took place between the Board and the Canadian Freight Association with the intention of bringing about a clearer joinder of issues. The next communication is a letter from the Canadian Freight Association as follows:—

“In reply to yours of July 23, file 17584, in the complaint of the Salada Tea Company of Canada, Limited, regarding import rates on tea.

“The memorandum attached to Mr. Larkin's letter of July 16, to the Board indicates that the Salada Tea Company object to the present import freight rate from Vancouver on tea originating in Ceylon and India, which is held in Vancouver for processing and repacking and reshipped to points in Western Canada. They also object to bulk tea moving under special import rate from Vancouver to Eastern Canada, and they ask for similar import rates and privileges on import tea held at Montreal, which may ultimately be shipped to points west of Fort William.

“My letter to Mr. Richardson dated March 27, 1923, sets forth the position of the railways in connection with these rates.

“Our information is that the present approximate rate on teas originating in Calcutta, destined to Montreal via Vancouver, would be \$2.30 per 100 pounds, and from Colombo, Ceylon, \$2.56½ per 100 pounds, while the rates from Calcutta to Montreal via the Atlantic seaboard, taking Boston as the port at which the ship would dock, is \$1.95 per 100 pounds, and from Colombo \$1.20½ per 100 pounds.

“Since my letter of March 27, 1923, we find on checking the records that no teas originating in Calcutta or Colombo have moved via Vancouver to points in Eastern Canada. The only teas moving through Vancouver to points in Eastern Canada being those originating in China and Japan.

“Tracing the history of the import rates via the Pacific back for ten years, we find that Countiss' Import Eastbound Tariff No. 26-A, C.R.C. 329, effective March 17, 1914, provides under clause No. 1, page 11, application of rates as follows:—

‘The rates authorized herein will be applied only when satisfactory proof is furnished initial rail carrier, party hereto, that shipments originated at Asiatic points, Phillipine Islands, Australia, New Zealand, or Fiji Islands, or beyond, and on shipments originating in Mexico, when so specifically shown in individual rate items.’

“This clause permitted the application of the import rates on traffic, even if taken into the consignees warehouses at the Pacific coast ports, provided satisfactory proof that the shipments were imported was furnished. This tariff applied from all Pacific coast ports, including Vancouver, Seattle, Portland and San Francisco. This arrangement ran along until the 1st of August, 1916, when in Countiss' Tariff 26-D, C.R.C. 364, the application of rates was changed to provide that in order to obtain the benefits of the import rates shipments had to be made within eighteen months and then only when such shipments were made in the original packages in which the articles were imported. An exception, however, was made in this tariff under item 575 applying on tea and tea dust in packages, by the following note:—

‘Rates named will also apply on shipments of tea processed and re-packed at port of entry and delivered to rail carriers within twelve months from date of arrival at port of entry.’

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"The current tariff is Countiss' Import Tariff No. 30-K, C.R.C. 462, effective September 14, 1923, which carries the same clause, except that the arrangement applying on processed tea applies only to points in Western Canada, and does not apply to points in Eastern Canada, shown on pages 21 to 24 inclusive, located on the Canadian Pacific and the Canadian National Railways. This change was made in an endeavour to satisfy the Salada Tea Company in the spring of 1923. This arrangement, of course, applies from United States Pacific ports to all United States points.

"Thompson's Import Tariff 110-A, C.R.C. 147, effective August 4, 1923, carries the current rates to points in Western Canada, see item 250, which provides for import rate—carload \$1.50, less carload \$2, to points in Western Canada designated on page 7 of the tariff, with the provision,—

'Rates named will also apply on shipments of tea processed and repacked at port of entry and delivered to rail carriers within twelve months from date of arrival at port of entry.'

"With reference to rates on bulk teas which move through Vancouver in their original packages. The Salada Tea Company in their complaint refer altogether to teas originating in India and Ceylon, and as has been pointed out above, the Canadian lines have not carried any such teas destined to points in Eastern Canada through Vancouver during the past two years. It is, therefore, plain that our import rates from Vancouver to Eastern Canada on tea in original packages of \$1.50 carload and \$2 less carloads do not in any way injure the Salada Tea Company, but they do permit the Canadian railways to handle shipments of tea originating in China and Japan destined to Eastern Canada, in competition with the all-water carriers from China and Japan, through the Panama canal to the Atlantic coast.

"The Salada Tea Company ask that rates be so made as to allow them to bring in teas originating in the Far East to Montreal and then ship back to Western Canada in competition with Vancouver, notwithstanding that the mileage to Montreal and back to Western Canada exceeds, by a very large figure, the mileage through Vancouver.

"In reference to the import rates on tea which may be processed and repacked at Vancouver and forwarded to points in Western Canada. As it has been pointed out, this arrangement has been in effect from all Pacific Coast ports, including Vancouver, Seattle, Tacoma, San Francisco, etc., for a great many years, and the Canadian lines simply followed the American transcontinental lines in this matter in order to protect their interests in a competitive manner.

"The situation at the present time, as it appears to the carriers, is that on Indian and Ceylon teas in the original packages, the Salada Tea Company in Eastern Canada have no competition from Western Canada, neither have they any competition in Eastern Canada on teas processed and repacked at Vancouver, because as explained above, the special tariff applying on repacked teas from Vancouver does not apply east of Port Arthur. They are asking, however, that they be given similar rates and privileges so that they may ship to Western Canada in competition with companies who have been supplying tea to that territory for a great number of years. The carriers feel that the present adjustment should be satisfactory to all concerned, but if the Board in their judgment feel that the Salada Tea Company or other doing business through Montreal, should be given similar rates and privileges on teas imported through

the Atlantic coast, destined to Western Canada, as now obtains from Vancouver, they will have no alternative but to withdraw the privilege to tea importers located at Vancouver now have and charge the full domestic rate on any tea which may be imported and processed or repacked at that point.

"A copy of this letter has been forwarded to Mr. Gerald Larkin, President of the Salada Tea Company, at Toronto."

In reply to this the applicant wrote as follows:—

"We have received a copy of a letter dated August 15, written to you by the Canadian Freight Association. It is in defence of their policy of giving a rate on tea which is lower when it is shipped from the West to the East than when it moves in the other direction across the Dominion.

"I have numbered the paragraphs in their letter, and think the best way to reply to their arguments is to deal with them in order.

"*Their Paragraph No. 4.*—We do not know the rates from Calcutta and Colombo to Montreal, via Vancouver, so we take those quoted by the C.F.A. for granted. In the case of the rate from Colombo to Montreal, via Boston, we think they have made a mistake when they quote \$1.20½ per hundred pounds, for it should be \$2.20 per hundred pounds gross. Besides this, we would ask why, when they are discussing teas from Colombo and Calcutta to Montreal, via Atlantic ports, do they take Boston as the point of transshipment? No one would import tea that way because they would lose the preferential discount of 10 per cent on the duty which is granted to importers via Canadian ports.

"*Their Paragraph No. 5.*—We maintain that their contention that no Ceylon and Indian teas have moved, of late, via Vancouver to points in Eastern Canada is irrelevant. In the first place, they might at any time, while in the second place, China and Japan teas are just as much opposition to us as Ceylon and Indian. Besides that, it is not only discrimination down here that we are objecting to, but we are complaining of that which is made in favour of Vancouver importers to points in the Prairie Provinces.

"*Their Paragraph No. 10.*—In our memorandum of July 17, which was attached to our letter of the 16th, we did specifically mention Ceylon and Indian teas, but only because these and the teas from Java are the only ones we handle, and we, therefore, usually think in terms of these teas; but the fact remains that China and Japan teas are in active competition with us. We do not ask for protection against them, but we do object to the unfair advantage being given to dealers in these teas. This we consider a most important point, because the Canadian Freight Association in their letter to you constantly lay stress on the fact that we are only interested in Ceylon and Indian teas.

"*Their Paragraph No. 11.*—The C.F.A. facts here are quite incorrect. We ask for nothing more than is given Vancouver importers, and we would respectfully point out that Winnipeg is closer to Montreal than it is to Vancouver over the Canadian National Railway, while it is about midway on the Canadian Pacific Railway. In addition, there is between Vancouver and Winnipeg, the very expensive haul over the Rocky mountains.

"*Their Paragraph No. 12.*—The fact that the import rate has been in effect for some years has nothing to do with the case. The length of time it may have been in force has no bearing on the justice of it.

"*Their Paragraph No. 13.*—We wish to object emphatically to an endeavour being made by the C.F.A. to narrow the argument down to a

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question of Eastern vs. Western Canada. Our business is throughout the entire Dominion, and we do not suppose for a minute that it is in the interests of the public policy to set up barriers between one part of this country and the other.

"We also beg that they be not allowed to confine it to Ceylon and Indian teas, Japan and China teas are just as keen opposition to us as British grown teas.

"We are not asking for any special privileges as the C.F.A. infer, we are only asking for the same rate on the Atlantic coast as is given to Vancouver importers, and for all we know to any importer west of the Great Lakes.

"Their contention that we want to compete with people who have been supplying certain districts with tea for years is one that we do not think will meet with your approval, for, after all, trade is supposed to be free throughout Canada. We may also say that we have been selling in Western Canada very much longer than many of the people who are now in business out there.

"We think that the best way we can place the unfairness of this whole matter before you is to give you certain figures. If you will take those contained in paragraph 4 of the C.F.A.'s letter to you of August 15, you will see that the rate quoted at which teas from Colombo, Ceylon, via Vancouver, can be laid down in Montreal is \$2.56½ per hundred pounds. Presumably, they can be laid down in Winnipeg for considerably less than that, although the C.F.A. does not give you that information; in Regina for less again, and in Calgary and Edmonton for still less. In our case importing via Canadian Atlantic ports (such as Halifax) to Montreal, the cost is 91/6d. per ton of 50 cubic feet. Fifty cubic feet of tea weighs 1,000 pounds gross, and 91/6d. at \$4.50 exchange for 1,000 pounds gross makes \$2.05 per hundred pounds. The carload rate, all rail, from Montreal to Winnipeg is \$1.78½ per hundred pounds. To this add the \$2.05 and you arrive at \$3.83½ for freight from Colombo to Winnipeg. Against this Vancouver is allowed to lay teas down in Winnipeg for, at most \$2.56½, and, perhaps, as we say above, even Winnipeg importers are allowed to bring their tea in there at that rate. This puts us at a disadvantage of \$1.27 on every hundred pounds, and yet the rail haul from Montreal to Winnipeg is 193 miles less than from Vancouver to Winnipeg and on the latter run is the expensive haul over the mountains."

In the discussion at the hearing the situation was put very clearly and frankly by Mr. Larkin, the President of the Salada Tea Company. The two points involved are: (1) An application that the same import rate apply westbound on tea from the port of Montreal as is given eastbound from Vancouver; (2) that the same treatment be given in the east as is given Vancouver in regard to tea stopped off and repacked at Vancouver.

In regard to the import rate on tea via Vancouver, it is admitted by the railways that there is a special import rate of \$1.50 per 100 pounds, in car lots from United States Pacific points to the Atlantic coast, applying also to intermediate points. The railways contend that it is on account of competitive conditions that the same rate has been applied from Vancouver eastward. In addition, there has been established the privilege of allowing tea to be processed (that is blended and repacked) at Pacific coast points. If this tea so processed is forwarded within twelve months from the date of entry the \$1.50 rate applies. This was established in 1916 by American lines running from San Francisco and Puget sound. It is stated in evidence that the custom grew up in the first instance at San Francisco on account of the delays pending

clearance by the customs, and that the outcome of this was that the railways allowed the tea to go into warehouses and the warehouse period was set at twelve months. The situation so created at American ports extended by way of competition to Vancouver.

In July of 1923 the \$1.50 rate on processed tea, so far as the movement eastward in Canada was concerned, was limited to Fort William, and so far as Canadian National and Canadian Pacific points were concerned was eliminated from the tariff applying from the United States Pacific coast. No change was made on the bulk teas, that is, the teas moving in original packages. It was set out that the railways handled through Vancouver a very large tonnage of bulk teas moving to United States points, and also some to Eastern Canada, and that if the rail rates were cancelled the only result would be that these teas would move through the Panama canal or American channels to Eastern United States points, or even to Canadian points at the same rate, namely \$1.50.

The Canadian Pacific is at present handling teas from China and Japan which, when they arrive at Vancouver, are transferred into coastal steamers and brought around to the United States Atlantic coast points. At the same time there is a large tonnage being handled by the Canadian Pacific to the Central United States, and also a considerable movement to the United States Atlantic points. The extent of this all rail movement, as compared with the water movement, depends upon the question of time and service.

The Canadian Pacific Railway contends that the rate on bulk teas is absolutely necessary in order to enable the Canadian railways to handle these teas through to the Eastern United States and Eastern Canada in competition with all water.

The applicant, in arguing that the same rate should apply westbound as eastbound, referred to Winnipeg as an evidence of the disadvantage to which the existing rate adjustment subjected him at present. He said that Winnipeg, taking Canadian National mileage, was about midway between Montreal and Vancouver; and he stated that his Company was at a disadvantage of 2 cents a pound there. The representative of the Canadian Pacific Railway stated that the difference was 1.48 cents. There was a lack of unanimity as to the difference, but it was conceded that there is a difference. Later the applicant referred to the difference as 1½ cents.

The applicant has a warehouse in Montreal. The movement by water in the open season of navigation to this warehouse is important. It was not stated just what proportion so moved; but it was stated the open season was the important part of the movement. It is represented that with the adjustment of rate asked for the western business could be handled from Montreal.

In the phase of the application dealing with the time during which tea can be held for processing it was asked that a limited period, stated at three months, be allowed in Montreal so that the applicant could benefit by it when packing and shipping for the West. There was not much discussion regarding the question of stop-over in the East for the processing. The applicant said he did not ask for Montreal only, but he thought that any eastern importer, or any eastern port should have the same privilege as the western port. There is no such arrangement existing in the East. The general argument of the railway was that the rate and privilege referred to were the outcome of competitive conditions.

The applicant does not contend that the rate he is paying is unreasonable in itself, nor does he attempt to adduce evidence bearing upon any alleged detriment accruing to him from the difference in rate basis eastbound as compared with westbound. The applicant is very frankly and fairly putting forward his desire to have a more extensive territory westward tributary to his business. His recognition of the competitive factors entering in appears through-

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out his presentation. At p. 9217 of the evidence he recognizes that tea will move to some extent over American railroads unless the Canadian road can compete from Vancouver; that is to say, it will pass through Seattle and San Francisco. At p. 9218, in response to a question of mine as to whether he recognized that there was any special competitive condition applying on the movement of tea eastbound, he replied: "Oh, yes, I understand their point of view." To a further question reading as follows: "Do you, in contending that your rates westbound should be adjusted so that you can do business in the West, do you contend that there are similar competitive conditions affecting rates westbound?" To this he replied: "No. In other words, the railroads have had to give this rate eastbound, they have not westbound." He was asked whether he contended the railways, in meeting water competition, had gone down to too low a point in the rate from the West. He replied, "Not to too low a point if they have to meet competition, if that is considered advisable they have to meet it on equal basis." The matter from the applicant's standpoint was put in a summary way at p. 9219 of the evidence which follows:—

"The ASSISTANT CHIEF COMMISSIONER: Well, it narrows down to this: there is a competitive situation affecting the rates eastbound from Vancouver, you recognize that. You do not contend that the railways have gone down too low in reducing rates to meet that competition. You recognize that there is not a similar rail or water competition from Eastern Canada westbound.

"But you approach it, not from the standpoint of railway competition, but you say the railways have put it on a competitive basis eastbound, and the result is you are hampered in doing business in territory west?

"Mr. LARKIN: Entirely, that is the exact situation. In order to meet their difficulty they have put us in a difficulty."

Under the Railway Act and the decisions thereunder, the railways may meet water competition, but it is not the privilege of the shipper to demand less than normal tolls because of such competition, which the railway in its discretion does not choose to meet. *Blind River Board of Trade v. Grand Trunk, Canadian Pacific Ry., Northern Navigation and Dominion Transportation Cos.*, 15 Can. Ry. Cas., 146; *Bowlby v. Halifax & South Western Ry. Co.*, 20 Can. Ry. Cas., 231; *Nanaimo Board of Trade v. Canadian Pacific Railway Co.*, 23 Can. Ry. Cas., 92.

It has been pointed out that the company's untrammelled right to meet or disregard competition is subject to this qualification, that after having elected to meet any competition on its system in a district where similar operating and traffic conditions obtain, the competitive rate should be extended to such other points in the common district. See *Nanaimo Case* at p. 98, referring to *Midland Lumber Shippers v. Grand Trunk Ry. Co.* 22 Can. Ry. Cas., 337. Subject to this qualification the railways have, under the Railway Act, a wide discretion in meeting water competition.

It is frankly admitted by the applicant that the rate adjustment and privilege attaching thereto on the movements eastbound which he seeks to make the measure of what should be done westbound are the outcome of a competition both by water and by American rail carriers which do not exist in connection with the movement westbound from Montreal. The applicant does refer to a disadvantage of 1½ cents per pound at Winnipeg; but I do not understand that he is advancing this as evidence of unjust discrimination. What he is really concerned with is greater distributing territory westward. Since he does not attack the existing rate westward as being unreasonable in itself, and since he admits that the rate adjustments eastbound are due to special competitive conditions, I am of the opinion that the application must fail.

APPENDIX "B"

REPORT OF THE CHIEF TRAFFIC OFFICER OF THE BOARD FOR
THE YEAR ENDING DECEMBER 31, 1924

DEAR SIR,—I submit for the Board's Twentieth Report information regarding work of the Traffic Department.

The number of freight, passenger, express, telephone, telegraph, and sleeping and parlour car schedules filed with the Board was as follows:—

FROM NOVEMBER 1, 1904, TO AND INCLUDING DECEMBER 31, 1923

Freight—				
Local tariffs.....	18,733			
Supplements.....	39,053			
			57,786	
Joint tariffs.....	41,824			
Supplements.....	130,603			
			172,427	
International tariffs.....	151,678			
Supplements.....	461,748			
			613,426	
				843,639
Passenger—				
Local tariffs.....	18,928			
Supplements.....	24,410			
			43,338	
Joint tariffs.....	18,095			
Supplements.....	28,930			
			47,025	
International tariffs.....	34,305			
Supplements.....	69,311			
			103,616	
				193,979
Express—				
Local tariffs.....	6,156			
Supplements.....	57,527			
			63,683	
Joint tariffs.....	6,428			
Supplements.....	25,496			
			31,924	
International tariffs.....	6,239			
Supplements.....	7,528			
			13,767	
				109,374
Telephone—				
Local tariffs.....	3,201			
Supplements.....	2,616			
			5,817	
Joint tariffs.....	3,920			
Supplements.....	31,653			
			35,573	
International tariffs.....	429			
Supplements.....	9,719			
			10,148	
				51,538
Telegraph—				
Tariffs.....	196			
Supplements.....	234			
			430	
				430
Sleeping and parlour car—				
Local tariffs.....	217			
Supplements.....	295			
			512	
Joint tariffs.....	259			
Supplements.....	418			
			677	
International tariffs.....	322			
Supplements.....	974			
			1,296	
				2,485
Grand Total.....				1,201,445

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FROM JANUARY 1, 1924, TO AND INCLUDING DECEMBER 31, 1924

Freight—			
Local Tariffs.....	285		
Supplements.....	978		
		1,263	
Joint Tariffs.....	712		
Supplements.....	12,227		
		12,939	
International Tariffs.....	7,642		
Supplements.....	39,227		
		46,869	
			61,071
Passenger—			
Local Tariffs.....	337		
Supplements.....	557		
		894	
Joint Tariffs.....	712		
Supplements.....	1,054		
		1,766	
International Tariffs.....	1,933		
Supplements.....	4,647		
		6,580	
			9,240
Express—			
Local Tariffs.....	62		
Supplements.....	134		
		196	
Joint Tariffs.....	46		
Supplements.....	418		
		464	
International Tariffs.....	83		
Supplements.....	241		
		324	
			984
Telephone—			
Local Tariffs.....	46		
Supplements.....	29		
		75	
Joint Tariffs.....	6		
Supplements.....	803		
		809	
International Tariffs.....			
Supplements.....			
			884
Telegraph—			
Tariffs.....	7		
Supplements.....	18		
		25	
			25
Sleeping and Parlour Car—			
Local Tariffs.....	12		
Supplements.....	17		
		29	
Joint Tariffs.....	39		
Supplements.....	51		
		90	
International Tariffs.....	33		
Supplements.....	88		
		121	
			240
Total.....			72,444
Combined Total all Schedules.....			1,273,889

The number of files referred to the Traffic Department during the year 1924 for information, report or recommendation, was 817.

The number of communications to railways, express, telephone, and telegraph companies, in connection with complaints, proper interpretation of tariffs, or classification and filing of same; also in connection with powers of attorney, concurrences, etc., was 1,607. Communications to others were 1,522, or a total of 3,129, as compared with 2,573 in 1923.

The following is a list of traffic orders issued, also a list of orders approving connecting agreements or service station contracts between the Bell Telephone Company and named local telephone companies:—

TRAFFIC ORDERS

No. 34669, January 11, 1924.—Dismisses complaint of Rolland Paper Company, of Mont Rolland, Que., against alleged discrimination in freight rates on coal from Montreal to Mont Rolland.

No. 34671, January 11, 1924.—Dismisses complaint of Winnipeg Paint and Glass Company, Winnipeg, Man., regarding payment of overcharge claims by the Midland Railway on international shipments moving during the period of Federal control.

No. 34672, January 16, 1924.—Approves Supplement No. 1 to Canadian Pacific Railway Standard Mileage Freight Tariff C.R.C. No. W-2642.

No. 34704, January 24, 1924.—Refuses application of Grande Prairie Board of Trade, the Grande Prairie Municipality, Alta., *et al*, for a substantial reduction of freight and passenger rates now charged by the Canadian Pacific Railway; Edmonton, Dunvegan and British Columbia River, and the Central Canada Railway.

General Order No. 388, January 20, 1924.—Requires all railway companies, subject to the jurisdiction of the Board, to publish an amendment to their Official Distance Tariffs, adding thereto a uniform rule for the application of mileage rates on carload freight from loading sidings when the mileage is not published.

General Order No. 391, January 31, 1924.—Directs that the maximum stop-off charge for milling grain in transit at stations within Canada shall be 1 cent per 100 pounds, regardless of the final destination of such traffic, and directs all railways to amend their tariffs accordingly, effective not later than February 11.

No. 34731, February 6, 1924.—Approves Supplement No. 2 to Temiscouata Railway Company's Standard Freight Mileage Tariff C.R.C. No. 413.

No. 34744, February 9, 1924.—Approves Standard Passenger Tariff C.R.C. No. 5 of the Schomberg and Aurora Railway.

General Order No. 392, February 7, 1924.—Directs railway companies, subject to the jurisdiction of the Board, who publish tariffs covering milling-in-transit arrangements on grain, to amend, effective not later than February 25, 1924, the said tariffs extending the same arrangement on peas produced in Canada, for milling or other treatment.

No. 34746, February 7, 1924.—Approves Wabash Railway Company by-laws authorizing W. E. Mattox, Chief of Tariff Bureau, and L. A. Blatterman, General Passenger Agent, to prepare and issue tariffs of freight and passenger tolls.

No. 34748, February 13, 1924.—Approves Standard Passenger Tariff C.R.C. No. 8 of the Ottawa Electric Railway.

No. 34752, February 12, 1924.—Requires the Canadian National Railways to publish and file tariffs showing commodity rates on fresh apples, when shipped in crates (commonly known as bushel boxes), from various points on its railways in Ontario, to Aylmer, Brighton, Simcoe, Strathroy and Forest, for canning and shipment, on a carload basis of 8th class rate, carload minimum weight 35,000 pounds.

No. 34754, February 14, 1924.—Suspends, pending investigation, Supplement No. 1 to Express Traffic Association Tariff C.R.C. No. ET-810; Supplement No. 26 to Canadian National Express Department Tariff C.R.C. No. 1842; Supplement No. 1 to Canadian National Express Department Tariff C.R.C. No. 31; Supplement No. 6 to Dominion Express Company's Tariff C.R.C. No. 4645; and Supplement No. 3 to Dominion Express Company's Tariff C.R.C. No. 4670, cancelling various commodity express rates between points in Eastern Canada.

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General Order No. 393, February 13, 1924.—Approves service station form of agreement between the Bell Telephone Company and any other company, municipality, or corporation having authority to construct or operate a telephone system or line.

No. 34761, February 15, 1924.—Dismisses complaint of Rolland Paper Company, Mont Rolland, Que., against Canadian Pacific Railway assessment of the switching charges of the Montreal Harbour Commissioners with respect to carload shipments of coal ex-Montreal wharf.

No. 34763, February 22, 1924.—Approves Standard Tariff of Freight Mileage Tolls, C.R.C. No. C-2087, of the Maine Central Railroad Company.

General Order No. 295, February 26, 1924.—Amends Shipping Container Specifications Nos. 14, 15 and 16, Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight, so as to permit the use of steel corrugated fasteners driven across the joints outside, in addition to the present requirements, when the sides, ends, tops, and bottoms of boxes are made of more than one piece.

No. 34783, February 27, 1924.—Approves Standard Freight Mileage Tariffs C.R.C. Nos. N.Y.C. 2873 and 2874 of the New York Central Railroad Company.

No. 34794, February 27, 1924.—Approves Standard Freight Mileage Tariff C.R.C. No. 1888 of the Central Vermont Railway.

No. 34795, February 28, 1924.—Approves Supplement No. 1 to Maine Central Railroad Standard Freight Mileage Tariff C.R.C. No. C-2087, and rescinds Order No. 34763, dated February 22, 1924.

No. 34796, February 29, 1924.—Suspends, pending hearing, Item 660A in Supplement 92 to Canadian National Railways Tariff C.R.C. No. E-4748, Item 1180A in Supplement 65 to Canadian Pacific Railway Tariff C.R.C. No. E-3996, and Item 608A in Supplement 19 to G. C. Ransom's Tariff C.R.C. No. 110, showing cancellation of commodity rates on polish or blacking (shoe or stove), in carloads, effective March 1, 1924.

No. 34802, March 6, 1924.—Refuses application of Canada Cement Company, Limited, for an adjustment of rates on gypsum rock in carloads from Caledonia, Ont., to Montreal, Quebec, and Ottawa.

No. 34819, March 8, 1924.—Approves Supplement No. 2 to Dominion Atlantic Railway Standard Mileage Freight Tariff C.R.C. No. 688.

No. 34828, March 10, 1924.—Approves Supplement No. 1 to Quebec Central Railway Standard Mileage Freight Tariff C.R.C. No. 806.

No. 34862, March 21, 1924.—Directs the Dominion Atlantic Railway to furnish Herbert Oyler, Kentville, N.S., with bills of lading for the actual number of barrels of apples loaded in each car, so long as his warehouse remains within 100 yards of the passenger station at Kentville, N.S.

No. 34867, March 26, 1924.—Approves Supplement No. 9 to Express Classification for Canada No. 5.

No. 34877, March 29, 1924.—Approves Supplement No. 2 to Grand River Railway Standard Freight Mileage Tariff C.R.C. No. 57.

No. 34879, March 29, 1924.—Approves Supplement No. 3 to Lake Erie & Northern Railway Standard Freight Mileage Tariff C.R.C. No. 165.

No. 34898, April 1, 1924.—Approves Standard Passenger Tariff C.R.C. No. 260 of the Quebec Central Railway.

No. 34942, April 22, 1924.—Approves Standard Freight Tariff C.R.C. No. 160 of the Schomberg & Aurora Railway.

No. 34944, April 24, 1924.—Suspends, pending hearing, certain railway companies' tariffs establishing a minimum charge of \$12 a car on live stock moving locally between points on the said lines.

No. 34963, April 25, 1924.—Approves Supplement No. 3 to Express Traffic Association Tariff C.R.C. No. E.T. 694, Regulations for the Transportation by Express of Acids, Inflammables, etc.

No. 34991, April 26, 1924.—Rescinds Order No. 34754, dated February 14, 1924, in so far as it suspends Supplement No. 1 to Canadian National Express Department Tariff C.R.C. No. 31, and Supplement No. 3 to Dominion Express Company's Tariff C.R.C. No. 4670.

No. 34995, May 1, 1924.—Approves Supplement "H" to Express Classification for Canada No. 5 for consolidation with Express Classification No. 5, the new issue to be known as Express Classification for Canada No. 6.

General Order No. 398, April 11, 1924.—Approves the Rules and Regulations Governing the Construction and Filing of Freight and Passenger Schedules, for use of railway companies.

General Order No. 399, May 1, 1924.—Prescribes certain regulations respecting the filing of returns to the Board regarding free or reduced transportation.

No. 35021, May 2, 1924.—Declares that the provision in Item No. 4, page 72 of Great Northern Railway Tariff C.R.C. No. 1800, for an arbitrary over the Nelson rate of 3 cents per 100 pounds, applying on posts, rails, poles (for fencing purposes), stulls, lagging, poles, props (for mining purposes), in carloads, from Salmo, B.C., or points taking the same rates as shown on pages 11 and 12 of said tariff, between August 1, 1922, and February 21, 1923, was an error contrary to authority granted under General Order No. 366; and authorizes the Great Northern Railway to make refund of the difference between 3 cents and $2\frac{1}{2}$ cents per 100 pounds, with respect to any shipments of the traffic described during the said period.

No. 35041, May 8, 1924.—Dismisses complaint of the Dominion Millers' Association with regard to export rates on flour from Ontario points to New York.

General Order No. 400, May 14, 1924.—Requires all railway companies to publish tariffs containing certain reductions in rates on ex-lake grain when milled, bagged, cleaned or clipped at lake ports or in transit and reshipped to Atlantic seaboard ports for export.

General Order No. 401, May 15, 1924.—Rescinds General Order No. 177, dated January 10, 1917, *re* filing of tariffs with the Board, the conditions contained in the said General Order having been published in Circular No. 204, approved by General Order No. 398.

No. 35115, May 20, 1924.—Amends Order No. 35021, authorizing a refund of the difference between 3 cents and $2\frac{1}{2}$ cents per 100 pounds on posts, poles, rails, etc., in carloads, between August 1, 1922, and February 21, 1923, by changing it to read between August 1, 1922, and January 24, 1923.

No. 35146, June 5, 1924.—Approves Standard Passenger Tariff C.R.C. No. 538 of the Northern Pacific Railway.

No. 35223, June 18, 1924.—Approves Dominion Atlantic Railway by-law No. 16 authorizing the General Freight & Passenger Agent to issue tariffs of tolls.

No. 35299, July 8, 1924.—Declares that between June 30 and December 1, 1923, the lawfully published rate on pulpwood, carloads, from Greening, Que., to Cornwall, Ont., was 16 cents per 100 pounds, that the said rate was not restricted to shipments "for manufacturing and reshipment via Canadian

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National Railways," and authorizes the Canadian National Railways to refund to the Meigs Pulpwood Company the excessive amount charged on shipments of pulpwood during the said period.

No. 35314, July 14, 1924.—Authorizes the General Freight & Passenger Agent of the London & Port Stanley Railway to prepare and issue tariffs of tolls for that Company.

No. 35402, August 2, 1924.—Amends by-law No. 3 of the Canadian National Railways, approved by Order No. 33616, by changing the words "tariff bureau" where they occur in said by-law, to read "rate and tariff bureau."

No. 35457, August 7, 1924.—Directs that the charge of the Canadian National Railways for switching carload traffic (ex water or for furtherance by water) to or from the Dominion Atlantic Railway between Halifax yards and Deepwater Terminals, shall be one cent per 100 pounds, subject to minimum weight of line carrier's tariff, but in no case less than \$3 per car on 7th, 8th and 10th class traffic, and \$5 per car on all other traffic; the Dominion Atlantic Railway to absorb not less than one-half of charge; the tariff schedules to give effect to this order to be published and filed to come into force September 8, 1924.

No. 35489, August 23, 1924.—Approves Standard Freight Mileage Tariff C.R.C. No. 16 of the Nipissing Central Railway.

No. 35529, September 8, 1924.—Suspends, pending hearing, Dominion Atlantic Railway Tariff C.R.C. No. 746, with respect to increased rates on apples from Dominion Atlantic Railway stations to Halifax, for export.

General Order No. 407, September 5, 1924.—Directs (1) that foreign railways not owning, controlling or operating lines of railway in Canada shall not be required to file passenger tariffs with the Board (2) that foreign railways owning, controlling or operating lines of railway in Canada shall not be required to file passenger tariffs with the Board specifying fares to be charged between points in the United States through Canada (3) concurrences from intermediate Canadian carriers in passenger tariffs specifying fares to be charged from points in Canada to points in the United States to be filed with the Board.

No. 35571, September 16, 1924.—Approves Standard Passenger Tariff C.R.C. No. 26 of the Nipissing Central Railway.

No. 35581, September 20, 1924.—Rescinds Order No. 34796, dated February 29, 1924, suspending tariff schedules showing cancellation of commodity rates on polish or blacking (shoe or stove) in carloads.

No. 35598, September 29, 1924.—Approves proposed Supplement No. 1 to Express Classification for Canada No. 6.

No. 35608, October 1, 1924.—Suspends, pending hearing, Canadian National, Canadian Pacific and Great Northern Railway rates on rice from Montreal and Vancouver to Western Canadian points.

No. 35623, October 1, 1924.—Suspends, pending hearing, British Columbia Telephone Company's Tariff C.R.C. No. 7 in so far as it provides for change in tolls on the Company's new exchange, known as Point Grey Exchange.

No. 35645, October 9, 1924.—Amends Order No. 35608, with respect to rates on rice, by adding Great Northern Railway Tariff C.R.C. No. 1776 as one of the tariffs suspended pending hearing.

No. 35694, October 21, 1924.—Approves Supplement No. 1 to Standard Freight Mileage Tariff C.R.C. No. 178 of the Glengarry & Stormont Railway.

No. 35715, October 23, 1924.—With respect to the classification of seat forms or cushions, it is declared that the proper rating upon extra "seat or mattress forms" which did not form part of the chairs or chesterfields in the same car, was that provided for cushions, N.O.S., less-than-carloads, or one and one-half times first class, per item 58, page 76, of the Canadian Freight Classification No. 16.

No. 35735, October 27, 1924.—Directs that the Canadian National Railways charge for switching carload traffic (ex water or for furtherance by water) to or from the Dominion Atlantic Railway between Halifax yards and Deep-water Terminals shall be 1 cent per 100 pounds, but in no case less than \$3 per car on 7th, 8th, and 10th class traffic (as per Canadian Freight Classification) and \$5 per car on all other traffic.

General Order No. 409, November 5, 1924.—Approves Exchange and Toll Line form of agreement No. 650 A, to be entered into between the Bell Telephone Company and any other company, municipality or corporation having authority to construct or operate a telephone system or line.

No. 35778, November 12, 1924.—Authorizes F. Van Ummerson, Agent, New England Freight Association, to publish and file supplements to tariffs C.R.C. No. 23 and C.R.C. No. 29 in lieu of Supplement No. 7 to C.R.C. No. 23 and Supplement No. 2 to C.R.C. No. 29, rejected by the Interstate Commerce Commission, upon one day's notice.

No. 35776, November 12, 1924.—Extends until November 27, 1924, the time for leave to appeal to the Supreme Court of Canada from the Judgment and Order of the Board in *re* Crow's Nest Pass Rates.

No. 35797, November 17, 1924.—Authorizes the Wabash Railway Company to publish and file tariffs or supplements, effective December 1, 1924, establishing export rates from Ontario points to the Atlantic seaboard, on the same basis as published by other railway companies operating in the same territory.

General Order No. 410, November 19, 1924.—Declares that the present requirements of railway companies that freight, in less than carload quantities, weighing 2,000 pounds or over per piece or package, loaded in box cars by owners, shall, when necessary, be blocked, braced, or staked for safe transportation by such owners, is not unreasonable and may be continued.

No. 35829, November 27, 1924.—Approves Supplement No. 2 to Express Classification for Canada No. 6.

No. 35846, December 3, 1924.—Authorizes Ralph Keemle, Vice-President, and Fred Waugh, Traffic Manager, Chatham, Wallaceburg & Lake Erie Railway, to prepare and issue tariffs of tolls to be charged by that company.

No. 35864, December 10, 1924.—Grants leave to the provinces of Manitoba, Saskatchewan, and Alberta, to appeal to the Supreme Court of Canada upon certain questions of law and jurisdiction in *re* Crow's Nest Pass Rates.

No. 35865, December 9, 1924.—Refuses application of the Manitoba Liquor Control Commission, *et al*, complaining of the excessive rate for the carriage of liquor under existing conditions.

No. 35937, December 29, 1924.—Approves Supplement No. 3 to the Express Classification for Canada No. 6.

No. 35938, December 30, 1924.—Suspends, pending hearing, Item 255, Correction No. 14, Canadian Pacific Railway Tariff C.R.C. No. E-4126, and Canadian National Railways, Tariff C.R.C. No. E-821, respecting stop-off arrangements on lumber.

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TELEPHONE ORDERS

Order No.	Date	Connecting Company
34621	Jan. 2, 1924	G. E. Barker (Arden & Long Lake Telephone System).
34622	Jan. 2, 1924	La Compagnie de Telephone de Contrecoeur.
34630	Jan. 4, 1924	Pleasant View Telephone Company.
34631	Jan. 4, 1924	Sydenham Union Telephone Company.
34632	Jan. 4, 1924	Leith & Annan Telephone Company.
34634	Jan. 5, 1924	Raoul Champagne (La Compagnie de Telephone de St. Luc).
34635	Jan. 5, 1924	The Fifth Line Telephone Company.
34636	Jan. 5, 1924	Maple Leaf Telephone Company.
34637	Jan. 5, 1924	Ben Allen Telephone Company.
34638	Jan. 5, 1924	Woodford Telephone Company.
34647	Jan. 8, 1924	La Compagnie de Telephone Nationale.
34666	Jan. 12, 1924	Commissioners for the Telephone System of the Municipality of the township of Dungannon.
34667	Jan. 12, 1924	Sileote Telephone Company.
34673	Jan. 17, 1924	Chippawa Hill Telephone Company.
34675	Jan. 16, 1924	La Compagnie de Telephone Ste. Cecile de Whitton.
34679	Jan. 16, 1924	La Compagnie de Telephone de Labaie.
34688	Jan. 18, 1924	Marsboro Telephone Association.
34689	Jan. 18, 1924	Saugeen Rural Telephone Company.
34690	Jan. 18, 1924	Centre Road Telephone Company.
34696	Jan. 25, 1924	North Renfrew Telephone Company.
34697	Jan. 25, 1924	Zion Line Telephone Association.
34698	Jan. 25, 1924	Queen's Line Telephone Company.
34699	Jan. 24, 1924	La Compagnie de Telephone de Joliette.
34700	Jan. 25, 1924	Coulson-Jarratt Telephone Company.
34701	Jan. 25, 1924	Muskrat Lake Telephone Company.
34702	Jan. 24, 1924	Kerr Line Telephone Company.
34716	Jan. 30, 1924	La Compagnie de Telephone de Charlevoix and Saguenay.
34717	Jan. 30, 1924	Champlain Point Telephone Company.
34718	Jan. 30, 1924	Durham Road Telephone Company.
34723	Jan. 31, 1924	Bruce Municipal Telephone System.
34755	Feb. 14, 1924	Le Telephone Somerset, Incorporated.
34756	Feb. 15, 1924	La Compagnie de Telephone de Sherbrooke Est.
34757	Feb. 14, 1924	La Cie de Telephone Grande Riviere de Loup.
34758	Feb. 15, 1924	Key Brook Telephone Association.
34759	Feb. 14, 1924	La Cie de Telephone Mousseau.
34760	Feb. 15, 1924	Kemble & Sarawak Telephone Company.
34764	Feb. 22, 1924	La Compagnie de Telephone de Kamouraska.
34765	Feb. 21, 1924	Milton Telephone Company.
34766	Feb. 22, 1924	Bousfield Telephone Line.
34785	Feb. 27, 1924	Huntsville, Lake of Bays and Lake Simcoe Navigation Company.
34786	Feb. 27, 1924	La Compagnie de Telephone de Bromptonville.
34793	Feb. 27, 1924	Halton Telephone Company.
34806	Mar. 4, 1924	Livingstone Rural Telephone Company.
34807	Mar. 4, 1924	Robert Henry Edgar Telephone Company.
34814	Mar. 4, 1924	Progressive Telephone Company.
34822	Mar. 8, 1924	Brougham & Gratton Telephone Company.
34823	Mar. 10, 1924	La Compagnie de Telephone Locale de d'Israeli.
34824	Mar. 10, 1924	A. C. Beatty (Beatty Telephone System).
34827	Mar. 8, 1924	Fourth Line Telephone Association.
34832	Mar. 11, 1924	Stroud Telephone Company.
34839	Mar. 18, 1924	Norfolk and Tillsonburg Telephone Company.
34841	Mar. 19, 1924	Commissioners for the Telephone System of the Municipality of the Township of Flos.
34846	Mar. 19, 1924	South Diagonal Telephone Company.
34847	Mar. 19, 1924	Rural Telephone Company of Kitley.
34848	Mar. 19, 1924	T. Beaudoin (Beaudoin Telephone System).
34849	Mar. 19, 1924	Oro Telephone Company.
34870	Mar. 19, 1924	Hope Lumber Company's Telephone System.
34851	Mar. 18, 1924	Commissioners for the Telephone System of the Municipality of the Township of London.
34852	Mar. 18, 1924	Hoath Head and Grey Telephone Company.
34888	April 2, 1924	La Compagnie de Telephone de Spring Hill.
34889	April 2, 1924	Houghton, Bayham and Tillsonburg Telephone Company.
34890	April 2, 1924	La Compagnie de Telephone Rural de Ste. Sabine.
34891	April 2, 1924	Derby Telephone Company.
34892	April 2, 1924	Blanchard Private Telephone Line.
34893	April 2, 1924	Henderson Private Telephone Line.
34894	April 2, 1924	Dalesville Mutual Telephone Association.
34895	April 2, 1924	North Brock Telephone Company.
34896	April 2, 1924	La Compagnie de Telephone de St. Luc.
34900	April 3, 1924	Wright and Pontiac Telephone Company.

TELEPHONE ORDERS—Continued

Order No.	Date	Connecting Company
34904	April 3, 1924.....	O. C. Selby (Citizens Telephone Company).
34917	April 10, 1924.....	Belvidere Telephone Syndicate.
34918	April 10, 1924.....	Stoke Telephone Association.
34957	April 23, 1924.....	La Compagnie de Telephone d'Yamaska.
34972	April 28, 1924.....	Brompton Road Telephone Company.
34973	April 28, 1924.....	Biron, Paquette, Faucher & Compagnie.
34982	April 30, 1924.....	Uptergrove Telephone Company.
35014	May 5, 1924.....	Le Reseau de Telephone Shawinigan Valley.
35046	May 8, 1924.....	E. V. Tremblay (Chelmsford Telephone Line).
35053	May 12, 1924.....	Orono Telephone Company.
35081	May 16, 1924.....	Pioneer Telephone Company.
35082	May 16, 1924.....	Springereek Telephone Company.
35083	May 16, 1924.....	Ingleside Telephone Company.
35084	May 16, 1924.....	Fraser Telephone Company.
35085	May 16, 1924.....	The Riverside Telephone Company.
35086	May 16, 1924.....	Dingwall Telephone Company.
35087	May 16, 1924.....	The Mapleshade Telephone Company.
35088	May 16, 1924.....	Fairview Telephone Company.
35089	May 16, 1924.....	The Peerless Telephone Company.
35090	May 16, 1924.....	Bond's Corners Telephone Company.
35091	May 15, 1924.....	The Scratch & Palmer Telephone System.
35095	May 16, 1924.....	Excelsior Telephone Company.
35116	May 19, 1924.....	La Compagnie de Telephone Rurale de Ste. Angele de Laval.
35117	May 20, 1924.....	Penhurst Telephone Company.
35127	May 26, 1924.....	Balaclava Telephone Company.
35129	May 28, 1924.....	Joseph Dupuis (Private Telephone Line).
35130	May 28, 1924.....	North Bonnechere Telephone Association.
35136	May 28, 1924.....	La Compagnie de Telephone de Stanford.
35161	June 5, 1924.....	Bracebridge and Muskoka Lakes Telephone Company.
35162	June 5, 1924.....	J. E. Seale.
35164	June 5, 1924.....	Commissioners of the Municipality of the Township of Monck.
35168	June 5, 1924.....	La Compagnie de Telephone Local de Ham Nord.
35171	June 4, 1924.....	G. E. Wheeler.
35172	June 5, 1924.....	La Compagnie de Telephone de Notre-Dame de Ham.
35178	June 5, 1924.....	Section Telephone System.
35199	June 12, 1924.....	Jackson Telephone Company.
35200	June 11, 1924.....	Riverview Telephone Company.
35201	June 10, 1924.....	La Compagnie de Telephone de Ham Sud.
35202	June 13, 1924.....	La Compagnie de Telephone de Nicolet.
35204	June 12, 1924.....	La Compagnie de Telephone de Weedon.
35226	June 18, 1924.....	Hogg & Lytle, Limited.
35241	June 21, 1924.....	Glen Eden Telephone Company.
35242	June 21, 1924.....	Goulais Bay Telephone Company.
35244	June 21, 1924.....	La Compagnie de Telephone de Ste. Lucie.
35249	June 24, 1924.....	La Compagnie de Telephone Locale de St. Georges de Windsor.
35263	June 27, 1924.....	Sandwich West Co-Operative Telephone Company.
35269	June 30, 1924.....	White Telephone System.
35270	June 30, 1924.....	Salem Telephone Company.
35273	July 2, 1924.....	Mount Granite Telephone Company.
35274	July 2, 1924.....	Greenwood Telephone Association Limited.
35296	July 7, 1924.....	Leeds and Frontenac Rural Telephone Company.
35300	July 8, 1924.....	Byron Telephone Company.
35301	July 9, 1924.....	Bobcaygeon Rural Telephone Company.
35304	July 9, 1924.....	Pike River Farmers Telephone Association.
35351	July 19, 1924.....	Tarentorus Telephone Company.
35352	July 19, 1924.....	Renfrew and Shamrock Telephone Association.
35357	July 19, 1924.....	Manse Grove Telephone Company.
35362	July 19, 1924.....	East Woodville Telephone Company.
35363	July 21, 1924.....	Marmora Municipal Telephone System.
35366	July 21, 1924.....	Granby Hill Telephone Association.
35367	July 19, 1924.....	Eldon Union Telephone Company.
35368	July 19, 1924.....	Corporation of the Township of Colchester North.
35369	July 19, 1924.....	Bethesda-Mutual Telephone Company.
35378	July 22, 1924.....	Victory Telephone, Limited.
35379	July 22, 1924.....	Batsam Hill Telephone Company.
35380	July 22, 1924.....	Bellevue Telephone Syndicate.
35381	July 22, 1924.....	Goodwood Rural Telephone Company.
35382	July 22, 1924.....	Commissioners for the Telephone System of the Municipality of the Township of Thessalon.
35383	July 23, 1924.....	Commissioners for the Telephone System of the Municipality of the Village of Brussels.
35384	July 23, 1924.....	Fourth Range Telephone Association of Orford.
35388	July 28, 1924.....	McCreary Telephone Company.
35410	Aug. 2, 1924.....	Adelaide Telephone Company.
35412	Aug. 2, 1924.....	Ives Hill Telephone Association.

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TELEPHONE ORDERS—*Concluded*

Order No.	Date	Connecting Company
35413	Aug. 2, 1924.....	Head Lake Telephone Company.
35415	Aug. 5, 1924.....	Doe Lake Telephone Company.
35416	Aug. 2, 1924.....	Commissioners for the Municipality of the Township of St. Vincent.
35417	Aug. 5, 1924.....	North Horton Telephone Association.
35418	Aug. 2, 1924.....	Rumney Settlement Telephone Company.
35419	Aug. 5, 1924.....	Norland Independent Telephone Company.
35420	Aug. 2, 1924.....	Fingal Telephone Company.
35421	Aug. 2, 1924.....	Commissioners for the Telephone System of the Municipality of the Township of Laird.
35422	Aug. 5, 1924.....	La Cie de Telephone de Papineau d'Abbotsford.
35424	Aug. 5, 1924.....	La Compagnie de Telephone de Gentilly.
35480	Aug. 19, 1924.....	Cambray Telephone Company.
35492	Aug. 25, 1924.....	Corporation of the Township of Chisholm.
35494	Aug. 25, 1924.....	Corporation of the Township of Dunnet.
35496	Aug. 23, 1924.....	Nipissing Municipal Telephone System.
35497	Aug. 25, 1924.....	Superior Telephone Club.
35507	Aug. 27, 1924.....	Glenview Rural Telephone Company.
35508	Aug. 27, 1924.....	Second Line Drummond Telephone Company.
35509	Aug. 27, 1924.....	Golden Rule Telephone Company.
35510	Aug. 27, 1924.....	St. Henri de Mascouche Telephone System.
35513	Sept. 2, 1924.....	La Compagnie de Telephone de Lotbiniere et Nicolet.
35522	Sept. 5, 1924.....	The Megantic People's Telephone Company.
35528	Sept. 4, 1924.....	South McNaughton Telephone Company.
35534	Aug. 27, 1924.....	La Compagnie Telephone Rural de Soulanges.
35537	Sept. 2, 1924.....	La Cie de Telephone Villeneuve.
35549	Sept. 13, 1924.....	Commissioners for the Municipality of the Township of Widdfield.
35561	Sept. 13, 1924.....	Muskoka River Telephone Company.
35565	Sept. 16, 1924.....	Le Reseau de Telephone St. Henri de Mascouche.
35567	Sept. 15, 1924.....	Commissioners for the Telephone System of the Municipality of the Township of Dunnet.
35576	Sept. 18, 1924.....	L. Brouillet (Hill Telephone System).
35577	Sept. 17, 1924.....	Brown Corporation.
35604	Sept. 14, 1924.....	Hampshire Telephone Company.
35630	Oct. 7, 1924.....	Commissioners for the Telephone System of the Municipality of the Township of Ennismore.
35655	Oct. 9, 1924.....	La Compagnie de Telephone de St. Charles de Richelieu.
35657	Oct. 10, 1924.....	Dunstaff Telephone, Light and Power Co-Operative Association, Limited.
35673	Oct. 17, 1924.....	Sullivan and Elderslie Telephone Company.
35674	Oct. 17, 1924.....	South Elderslie Telephone Company.
35676	Oct. 17, 1924.....	Commissioners for the Telephone System of the Municipality of the Township of Dysart.
35677	Oct. 17, 1924.....	The Innisfil Telephone Company.
35678	Oct. 17, 1924.....	Mooresburg Telephone Company.
35679	Oct. 17, 1924.....	South Brant Rural Telephone Company.
35680	Oct. 17, 1924.....	Marmion Telephone Company.
35692	Oct. 20, 1924.....	Lanark and Carleton Counties Telephone Company.
35695	Oct. 20, 1924.....	Durham Road Telephone Company.
35728	Oct. 28, 1924.....	James Alexander (Alexander Telephone System).
35729	Oct. 28, 1924.....	Lorne Power Company, Limited.
35730	Oct. 28, 1924.....	Brockville Road Rural Telephone Company.
35734	Oct. 28, 1924.....	Mississippi Telephone Company.
35748	Nov. 3, 1924.....	Riordan Pulp Corporation.
35757	Nov. 6, 1924.....	Massey Station Telephone Company.
35758	Nov. 6, 1924.....	Korah Central Telephone Company.
35759	Nov. 6, 1924.....	Korah Base Line Telephone Company.
35760	Nov. 6, 1924.....	Bexley Telephone Company.
35761	Nov. 6, 1924.....	Wahnapiatae Power Company.
35762	Nov. 6, 1924.....	The Mono Mills Telephone Company.
35763	Nov. 6, 1924.....	La Compagnie de Telephone de Beauce.
35790	Nov. 13, 1924.....	Rankin Telephone Company.
35792	Nov. 13, 1924.....	East Darlington Telephone Company.
35800	Nov. 18, 1924.....	Bognor Telephone Company.
35812	Nov. 24, 1924.....	Plum Hollow and Eloida Independent Telephone Company.
35813	Nov. 24, 1924.....	Commissioners for the Telephone System of the Municipality of the Township of Doure.
35847	Dec. 4, 1924.....	The Lyons Telephone System.
35848	Dec. 4, 1924.....	The Lavant Dalhousie Telephone Company.
35849	Dec. 4, 1924.....	Victoria Rural Telephone Company.
35853	Dec. 4, 1924.....	Mississauga River Improvement Company.
35861	Dec. 10, 1924.....	Riordon Pulp Corporation, Limited.
35919	Dec. 19, 1924.....	Everett Telephone Company.
35920	Dec. 18, 1924.....	Corporation of the Township of North Gosfield.

APPENDIX "C"

REPORT OF THE CHIEF ENGINEER OF THE BOARD FOR THE YEAR
ENDING DECEMBER 31, 1924.

A. D. CARTWRIGHT Esq.,
Secretary, Board of Railway Commissioners,
Ottawa, Ont.

SIR.—I have the honour to submit herewith synopsis of my annual report as to the work of the Engineering Department of the Board during the year 1924.

ROUTE MAPS

The Nipissing Central Railway filed and obtained approval of their general route of the Swastika-Wendigo Lake Branch, from mileage 19.5 to 22.5, in the township of McVittie, province of Ontario.

The Canadian Pacific Railway filed and obtained approval of the general route of their Pashley Northeasterly Branch from section 8, township 16, range 1, W. 4. M., to section 3, township 17, range 1, W. 4. M. province of Alberta.

The Canadian Pacific Railway filed and obtained approval of the general route of their Amulet-Dunkirk Branch, from mileage 32.49 to 37.34, province of Saskatchewan.

The Nipissing Central Railway filed and obtained approval of their general route from Wendigo Lake to Larder Lake, in the province of Ontario.

The Canadian Pacific Railway filed and obtained approval of the general route of their Tuffnell-Prince Albert Branch from section 23, township 45, range 15, W. 2. M., to section 7, township 47, range 14, W. 2. M., in the province of Saskatchewan.

LOCATION

Plans have been filed and approved showing the location of a number of branch lines, and connecting lines, which are as follow:—

Canadian Pacific Railway

Leader southeasterly branch from section 9, township 16, range 1, W. 4. M., to section 1, township 16, range 1, W. 4. M. mileage 49.5 to 53.41, in the province of Alberta.

Leader Southeasterly Branch from a point in section 1, township 16, range 1, W. 4. M., at mileage 53.41 to a point in section 13, township 15, range 26, W. 3. M., at mileage 79.79, in the province of Saskatchewan.

Amulet-Dunkirk Branch, from section 33, township 7, range 21, W. 2. M., at mileage 0.00, to section 22, township 9, range 26, W. 2. M., in the province of Saskatchewan.

Kipp Northeasterly Branch from section 20, township 9, range 22, W. 4. M., at mileage 0.00 to section 2, township 12, range 19, W. 4. M., at mileage 28.13, in the province of Alberta.

Pashley Northeasterly Branch from section 2, township 17, range 1, W. 4. M., at mileage 39.17, to section 12, township 17, range 1, W. 4. M., at mileage 40.91, in the province of Alberta.

Lanigan Northeasterly Branch from section 12, township 45, range 19, W. 2. M., at mileage 82.73, to section 7, township 45, range 18, W. 2. M., in the town of Melfort, Saskatchewan.

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Pashley Northeasterly Branch from section 12, township 17, range 1, W. 3. M., at mileage 40.91, to section 25, township 17, range 26, W. 3. M., at mileage 66.94, in the province of Saskatchewan.

Edmonton Dunvegan and British Columbia Railway

Grande Prairie Branch from a point in section 24, township 71, range 6, W. 6. Mer. at mileage 49.43, to a point in section 21, township 71, range 8, W. 6. M., at mileage 65.67, in the province of Alberta.

REVISED LOCATION

Canadian Pacific Railway

Tuffnell-Prince Albert Branch through sections 21, 22, 28, 29 and 32, township 34, range 13, W. 2. M., in the town of Wadena, Sask., mileage 28.3 to 30.6.

Swift Current Branch through sections 25, 26, 35, 34, 27 and 22, township 11, range 27, W. 2. M., province of Saskatchewan.

Tuffnell-Prince Albert Branch from section 24, township 44, range 15, W. 2. M., at mileage 91.55, to section 2, township 45, range 15, W. 2. M., at mileage 95.82, in the province of Saskatchewan.

Bassano Easterly Branch from section 19, township 27, range 20, W. 3. M., to section 18, township 27, range 19, W. 3. M., mileage 191.43 to 197.02, province of Saskatchewan.

Rearrangement of tracks from a point south of Bonaventure street to a point north of St. Maurice street, Montreal, P.Q.

Pashley Northeasterly Branch from section 2, township 17, range 1, W. 4. M., to section 1, township 17, range 1, W. 4. M., in the province of Alberta.

Cutknife-Whitford Lake Branch from section 10, township 45, range 27, W. 3. M., at mileage 39.34, to section 4, township 46, range 27, W. 3. M., at mileage 45.71, in the province of Saskatchewan.

Pashley Northeasterly Branch from section 1, township 45, range 15, W. 2. M., at mileage 40.82, to section 26, township 17, range 26, W. 3. M., at mileage 65.96, in the province of Saskatchewan.

Tuffnell-Prince Albert Branch from section 7, township 50, range 14, W. 2. M., to section 5, township 51, range 14, W. 2. M., mileage 127.36 to 131.92, in the province of Saskatchewan.

Tuffnell-Prince Albert Branch from section 11, township 45, range 15, W. 2. M., to section 7, township 50, range 14, W. 2. M., mileage 95.82 to 127.36, in the province of Saskatchewan.

Canadian National Railway

Miniota Subdivision through sections 34, 35, and 36, township 19, range 32, W. P. M., near Cutarm, Sask.

Grand Trunk Pacific Railway, main line, through townships 52 and 53, range 22, W. 5. M., mileage 31.31 to 34.83, Brule Subdivision, in the province of Alberta.

Hamilton Radial Railway

Revised location between Cannon street and Princess street, Hamilton, Ont.

Toronto Suburban Railway

Revised location from Gunns road easterly through the city of Toronto to Keele street and St. Claire avenue.

Nipissing Central Railway

Swastika-Wendigo Lake Extension from mileage 4.53 to 5.05 in the township of Teck, district of Temiskaming, province of Ontario.

HIGHWAY CROSSINGS

In connection with the above location plans, a large number of highway crossing and highway diversion plans were approved, and a number of crossings of existing railways. In all about six hundred and twenty highway crossings were approved, as follows:—

British Columbia—Sixty.

Alberta—One hundred and forty.

Saskatchewan—Two hundred and thirty.

Manitoba—Forty.

Ontario—One hundred and ten.

Quebec—Forty.

HIGHWAY DIVERSIONS

Diversion of road allowance on the north boundaries of sections 33 and 34, township 11, range 1, E. P. M., Manitoba, on the line of the Canadian Pacific Railway.

Diversion of the east and west road allowance in the vicinity of the station grounds of the Canadian National Railway at Grandview, Man. Twenty-five per cent of the cost contributed from the Grade Crossing Fund.

Diversion of the road allowance on the northern boundary of the northeast quarter of section 35, township 8, range 22, W. 2. M., in the province of Manitoba, on the line of the Canadian Pacific Railway.

Diversion of the road allowance on the western boundary of southwest quarter of section 8, township 14, range 4, W. 3 M., Saskatchewan, on the line of the Canadian Pacific Railway.

Diversion of road allowance in southeast quarter of section 6, township 50, range 14, W. 2 M., province of Saskatchewan, on the line of the Canadian Pacific Railway.

Diversion of road allowance in the east half of section 22, township 27, range 15, W. 2 M., province of Saskatchewan, on the line of the Canadian Pacific Railway.

Diversion of road allowance between sections 28 and 29, township 43, range 9, W. 3 M., province of Saskatchewan, on the line of the Canadian National Railways.

Diversion of the Montreal-Ottawa Highway in the township of Chatham, county of Argenteuil, province of Quebec, to the south side of the Canadian National Railway.

Diversion of road allowance between the northeast quarter of section 1, township 44, range 9, W. 3 M., province of Saskatchewan, on the line of the Canadian National Railway.

Diversion of road allowance on the south boundary of section 18, township 3, range 7, W. P. M., province of Manitoba, at mileage 94, Lariviere subdivision of the Canadian Pacific Railway.

Diversion of road allowance over the Canadian National Railway at mileage 15-08, Massena subdivision, parish of LaPrairie, P.Q.

Diversion of road allowance in sections 9 and 10, township 25, range 5, W. 3 M., on the line of the Canadian National Railway, in the province of Saskatchewan.

Diversion of road allowance on the western boundary of the southwest quarter of section 33, township 17, range 21, W. 4 M., in the province of Alberta, on the line of the Canadian Pacific Railway.

Diversion of road allowance in the northeast quarter of section 8, township 36, range 17, W. 4 M., in the province of Alberta, on the line of the Canadian National Railway.

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Diversion of road allowance in southeast quarter of section 30, township 3, range 13, W. 3 M., in the province of Saskatchewan, on the line of the Canadian Pacific Railway.

Diversion of road allowance on the west boundary of sections 2 and 11, township 34, range 24, W. 2 M., in the province of Saskatchewan, on the line of the Canadian Pacific Railway.

Diversion of road allowance on the south and west boundaries of section 5, township 12, range 27, W. 3 M., province of Saskatchewan, on the line of the Canadian Pacific Railway.

Diversion of road allowance on west boundary of section 18, township 3, range 13, W. 3 M., in the province of Saskatchewan, on the line of the Canadian Pacific Railway.

Diversion of public crossing to the Alberta Stock Yards at East Calgary, Alberta, on the line of the Canadian Pacific Railway.

Diversion of road allowance in the northwest and southwest quarters of section 5, township 19, range 21, W. 4 M., Alberta, on the line of the Canadian Pacific Railway.

Diversion of road allowance on the north boundary of the northwest quarter of section 21, township 11, range 25, W. 4 M., in the province of Alberta, on the line of the Canadian Pacific Railway.

Diversion of the road allowance on the north boundary of the northwest quarter of section 21, township 11, range 20, W. 4 M., province of Alberta, on the line of the Canadian Pacific Railway.

Diversion of the road allowance between sections 13 and 14, township 25, range 6, W. 3 M., province of Saskatchewan, on the line of the Canadian National Railway.

Diversion of the Government Road in the east half of section 31, township 50, range 14, W. 2 M., province of Saskatchewan, on the line of the Canadian Pacific Railway.

RAILWAY CROSSINGS

Grade crossings were authorized at the following points, protected by interlocking plants:—

Crossing of the Canadian National Railway by the Quebec Railway Light Heat and Power Company on Beauport road, Limoilou ward, in the city of Quebec, P.Q.

Crossing of the Canadian National Railway by the Toronto Transportation Commission on Davenport road, in the city of Toronto, Ont.

Crossing of the Swift Current Branch of the Canadian National Railway by the Archive-Wymark Branch of the Canadian Pacific Railway in the southwest quarter of section 4, township 14, range 6, W. 3 M., in the province of Saskatchewan.

Crossing of the Tuffnell-Prince Albert Branch of the Canadian Pacific Railway with the Canadian National Railway at Tisdale, Sask.

Crossing of the Ottawa Electric Railway by the Industrial Spur of the E. B. Eddy Co. on Bridge street, Hull, P.Q.

Crossing of the Canadian Pacific Railway by the Canadian National Railway in lot 285, Cote du Nord de la Cote des Anges, in the parish of St. Augustin, county of Two Mountains, province of Quebec.

Crossing of the Canadian Pacific Railway by the Montreal Tramways on Papineau avenue, in the city of Montreal, P.Q.

PROTECTION ORDERED AT HIGHWAY CROSSINGS

Installation of automatic bell and wigwag at crossing of Bloor street, Toronto, Ont., by the Canadian Pacific Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Improvement of view by removal of obstructions at crossing of Victoria street, township of Stamford, Ontario, by the Canadian National and the Wabash Railways.

Installation of electric plant in lieu of the pneumatic equipment for operation of gates at crossing of Waterloo street, London, Ont., by the Canadian National Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of automatic bell and wigwag signal at highway crossing at Cookshire, Que., by the Canadian Pacific Railway and the Maine Central Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of automatic bell and wigwag signal at first public highway crossing east of Wales Station, Ont., on the line of the Canadian National Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of automatic bell and wigwag signal at crossing of Gore street, Fort William, Ont., by the Canadian National Railway.

Improvement to view at crossing of Kerr street, Oakville, Ont., on the line of the Canadian National Railway by removal of obstructions. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Improvement to view at highway crossing one mile west of Georgetown, Ont., on the line of the Canadian National Railway, by the removal of obstructions. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of automatic electric bell and wigwag signal in lieu of watchmen at crossing of Marmora street, Trenton, Ont., on the line of the Canadian National Railway.

Improvement to view at public highway crossing south of south switch at Manlius, Man., Victoria Beach Subdivision, Canadian National Railway, by removal of obstructions.

Improvement to view at crossing of Burford road by the Toronto, Hamilton and Buffalo Railway and the Canadian National Railway by removal of obstructions. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Improvement to view at highway crossing between concessions 6 and 7, in the township of Georgina, Ont., Bala Subdivision, Canadian National Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Improvement to view at first public highway crossing east of Colborne Station, Ont., on the line of the Canadian National Railway, by removal of obstructions.

Improvement to view by removal of obstructions at public highway crossings quarter of a mile north of Palgrave, Ont., on the line of the Canadian National Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Protection by watchmen at the crossing of Cannon street East, Hamilton, Ont., on the line of the Toronto Hamilton and Buffalo Railway.

Protection by watchmen at the crossing of King street, Hamilton, Ont., on the line of the Toronto, Hamilton and Buffalo Railway.

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Installation of electric bell and wigwag at crossing of Broadway avenue, township of Ancaster, Ontario, on the line of the Toronto, Hamilton and Buffalo Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of electric bell and wigwag at the crossing of Emerson street, township of Ancaster, Ontario, on the line of the Toronto, Hamilton and Buffalo Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of improved type of automatic bell and wigwag at highway crossing immediately south of Dorchester Station, Ont., on the line of the Canadian National Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Improvement to view by removal of obstructions at highway crossing west of Waterford, Ont., on the line of the Michigan Central Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of electric bell at crossing of Zorra street, Beachville, Ont., on the line of the Canadian National Railway.

Improvement of approaches at crossing of highway on the 20th range of St. Ephrem d'Upton, P.Q., on the line of the Canadian National Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of wigwag signal at crossing of Main street, Almonte, Ont., on the line of the Canadian Pacific Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of wigwag signal at crossing of Zorra street, Beachville, Ont., on the line of the Canadian Pacific Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Erection of gates at crossing of Montreuil street, Ford City, Ont., on the line of the Canadian National Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Change in location of highway gates at crossing of St. Maurice street, Three Rivers, P.Q., on the line of the Canadian Pacific Railway.

Removal of electric bell and establishment of sight lines in northwest angle of crossing of Founlry street, Woodstock, N.B., on the line of the Canadian Pacific Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Removal of obstructions to view at highway crossing south of Zephyr Station, township of East Gwillimbury, Ont., on the line of the Canadian National Railway.

Installation of improved type of automatic bell and wigwag signal at crossing known as "La Cote de la Reserve" in the town of Chicoutimi, province of Quebec, on the line of the Canadian National Railway.

Installation of automatic bell and wigwag at crossing of Grandview Highway, at 13th avenue, Vancouver, B.C., on the line of the Vancouver, Victoria and Eastern Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of wigwag signal in addition to the existing electric bell at the crossing of Main street, Almonte, Ont., on the line of the Canadian Pacific Railway.

Installation of wigwag signal in addition to existing electric bell at crossing on lot 294, Talbot road, township of Sandwich South, Ont., on the line of the Michigan Central Railway.

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Installation of wigwag signal in addition to existing electric bell at crossing of Merry street, Magog, P.Q., on the Magog-Sherbrooke Subdivision of the Canadian Pacific Railway. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of automatic bell and wigwag signal at crossing of Front street, Trenton, Ont., on the line of the Canadian National Railway.

PROTECTION ORDERED AT RAILWAY CROSSINGS

Installation of full interlocking signals at crossing of Jacques Cartier Union Railway with the Mount Royal Tunnel and Terminal Railway at mileage 5.25 from Montreal Terminals, Montreal, P.Q.

Replacing semaphore signals with light signal at crossing of Suburban Rapid Transit Company's line and the Winnipeg Electric Railway over Canadian National Railway bridge at St. James, Man.

Installation of derail and target signal pipe connected to main line switch at junction of Cartierville Branch with main line of the Canadian National Railway at Lazard, P.Q.

Changes in interlocking plant at crossing of the Canadian National Railway and Port Arthur Electric Railway on Fort William road, at Fort William, Ont.

Changes in interlocking plant at New Westminster bridge to protect switch on spur leading to Canadian National Railway freight facilities at New Westminster, B.C.

Installation of automatic half interlocking plant at crossing of Canadian National Railway with the Edmonton Radial Railway on 107th avenue, Edmonton, Alta.,

Installation of automatic electric half interlocking plant at crossing of Guelph Radial Railway and Canadian Pacific Railway at Woolwich street, Guelph, Ont.

Installation of interlocked home signals and fixed distant signals at crossing of the Huntsville Subdivision, Canadian National Railway and Bala Subdivision, Canadian National Railway at Washago, Ont.

Additions to interlocking plant at Lynden Jet., Ont., on the line of the Canadian National Railway.

Installation of automatic half interlocking plant with electrically operated wigwag signals where the Municipal Street Railway crosses the Canadian National Railway at Avenue H, city of Saskatoon, Sask.

Installation of derails, light signals, and automatic flagmen with locomotive gongs for half interlocking plant at crossing of Suburban Rapid Transit Railway and the Oak Point Branch of the Canadian National Railway on Portage avenue, Winnipeg, Man. Twenty-five per cent of the cost to be paid out of the Grade Crossing Fund.

Installation of half interlocking plant at crossing of the Ottawa Electric Railway by the E. B. Eddy Company's industrial spur on Bridge street, Hull, P.Q.

Installation of diamonds protected by half interlockers in the tracks of the Canadian Pacific Railway at the crossing of the Winnipeg Electric Railway on Sargent street, Winnipeg, Man.

Installation of half interlocking plant at crossing of Jacques Cartier Union Railway by the tracks of the Montreal Tunnel and Terminal Company near Montreal, P.Q., mileage 5.2 Mount Royal Subdivision.

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OPERATION OF INTERLOCKING PLANTS AUTHORIZED

Operation over diamond crossing of Canadian National Railway and Quebec Railway Light Heat and Power Company railway at Beauport road, Limoilou ward, Quebec, P.Q.

Operation over diamond crossing of Canadian National Railway, Humboldt Branch, with the Canadian Pacific Railway, Tuffnell-Prince Albert Branch, in section 21, township 34, range 13, W. 2, M., in the Province of Saskatchewan.

Operation of half interlocking plant at the crossing of the single track of the Port Arthur Electric Railway by the second track of the Canadian National Railway on Fort William Road, in the city of Port Arthur, Ont.

Operation over diamond crossing of the Canadian National Railway with the Canadian Pacific Railway at Pages, Ont.

Operation over diamond crossing of the Swift Current Branch of the Canadian National Railway and the Archive-Wymark Branch of the Canadian Pacific Railway in section 4, township 14, range 8, W. 3 M., in the province of Saskatchewan.

Operation over diamond crossings of the ice house spurs of the Michigan Central Railway just east of Tecumseh road, Windsor, Ont.

Operation over the wye connections of the Canadian National Railway near Lynden Jet., Ont.

CONNECTIONS

Connection between the Montreal and Southern Counties Railway and the Central Vermont Railway at Granby, P.Q.

Connection between the Canadian Northern Alberta Railway and the Grand Trunk Pacific Railway near Solomon, Alta.

Connection and interchange track between the Vancouver Harbour Commission's tracks and the Canadian Pacific Railway just south of Ballantyne pier, Vancouver, B.C.

Connection between the Essex Terminal Railway and the Windsor, Essex and Lake Shore Rapid Railway in the township of Sandwich West, county of Essex, Ontario.

Connection of the Lanigan Northeasterly Branch of the Canadian Pacific Railway with the tracks of the Canadian National Railway in section 7, township 45, range 18, W. 2. M., and in section 12, township 45, range 19, W. 2. M., at Melfort, Saskatchewan.

Connection of the logging railway of the Canadian Puget Sound Lumber and Timber Company with the Esquimault and Nanaimo Railway at mileage 12.4, Lake Cowichan Subdivision, at Charter Siding, Vancouver island.

OPENING FOR TRAFFIC

Opening for traffic connection between mileage 117.11, Boundary Subdivision (G.T.P. Branch Lines) and mileage 67.26, Lampman Subdivision (Canadian Northern Railway); also connection from mileage 115.67, Boundary Subdivision to mileage 67.91 Lampman Subdivision, Canadian National Railway, in the Province of Saskatchewan.

Opening for traffic of branch line of the Canadian Pacific Railway, mileage 4.5 Piles Subdivision, to premises of the St. Maurice Lime Company, in the parish of St. Louis de France, county of Champlain, province of Quebec, a distance of 3.48 miles.

Opening for traffic of newly constructed line of the Oshawa Railway in the town of Oshawa, Ont.

Opening for traffic of the Cowichan Subdivision of the Canadian National Railway, mileage 69.4 to 73.2, Vancouver island.

Opening for traffic revised location of the main line of the Canadian Pacific Railway between mileage 14 and 17.05, Mountain Subdivision, province of British Columbia.

Opening for traffic revised location of main line of the Canadian Pacific Railway, mileage 14 to 16, Mountain Subdivision, province of British Columbia.

Opening for traffic of the Rosetown Southeasterly Branch of the Canadian Pacific Railway from mileage 0 to 43.15, in the province of Saskatchewan.

Opening for traffic of the Bassano Easterly Branch of the Canadian Pacific Railway from mileage 0 to 61.89 in the province of Saskatchewan.

Opening for traffic of the Archive-Wymark Branch of the Canadian Pacific Railway from mileage 50.1 to 102.9, in the province of Saskatchewan.

Opening for traffic of the Quebec Railway Light Heat and Power Company line of railway between Matsai and Beauport, P.Q., and from a point on the Beauport road at Quebec city limits to Beauport Station, P.Q.

Opening for traffic of the Leader Southeasterly Branch of the Canadian Pacific Railway from mileage 25.31 to 50.24, in the province of Saskatchewan.

Opening for traffic of the Long Lake Cut-Off of the Canadian National Railway between Long Lake and Nakina, in the province of Ontario, a distance of 30.66 miles.

Opening for traffic of the Lanigan Northeasterly Branch of the Canadian Pacific Railway, from Naican, mileage 49.34, to mileage 82.75 at west junction with the Canadian National Railway at Melfort, Sask.

Opening for traffic of the Tuffnell-Prince Albert Branch of the Canadian Pacific Railway from mileage 0 to 93.38, in the province of Saskatchewan.

Opening for traffic of the main line of the Canadian National Railway from Kakabeka Falls to Mokemon, Ont.

Opening for traffic of the Canadian National Railway between mileage 94.79 and 101.68, Sprague Subdivision, province of Ontario.

Opening for traffic of the Archive-Wymark Branch of the Canadian Pacific Railway, mileage 38.68 to 50.1, in the province of Saskatchewan.

Opening for traffic of the Gravelburg Subdivision of the Canadian National Railway, mileage 109 to 119.8, in the province of Saskatchewan.

Opening for traffic of the Cutknife-Whitford Lake Branch of the Canadian Pacific Railway, mileage 0.00 at Cutknife, Sask., to mileage 45.65, at Unwin, Sask.

Opening for traffic of the Swastika-Wendigo Lake Branch of the Nipissing Central Railway between Swastika and Larder Lake, Ont.

Opening for traffic of the main line of the Grand Trunk Pacific Railway (C.N.R.) from Yellowhead Pass, mileage 17.2, Albreda Subdivision, to a point near Rainbow, mileage 35.8, Albreda Subdivision, including connection with Canadian Northern Alberta Railway (C.N.R.) at the east and west ends.

Opening for traffic of the Lanigan Northeasterly Branch of the Canadian Pacific Railway from the west junction with the Canadian National Railway at Melfort, Sask., at mileage 82.78, to the end of steel at mileage 83.56.

Opening for traffic of the Peebles Southerly Branch of the Canadian National Railway from mileage 0.00 to 22.4, also the west leg of the wye at the connection with its Glenavon Subdivision

Opening for traffic of the Tuffnell-Prince Albert Branch of the Canadian Pacific Railway from mileage 95.38 to 131.1, in the province of Saskatchewan.

Opening for traffic of the Montreal and Southern Counties Railway from Main street, Granby, P.Q., to a connection with the Central Vermont Railway in the town of Granby, P.Q.

Opening for traffic of the Grand Prairie Branch of the Edmonton, Dunvegan and British Columbia Railway from mileage 50.19 to 65.42, in the province of Alberta.

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Opening for traffic of the Donnacona Cut-off, mileage 15.9, La Tuque Subdivision, to mileage 31 of the Grand Mere Subdivision of the Canadian National Railway, in the province of Quebec.

Opening for traffic of the Grand River Railway from a point east of the Speed river to a point adjacent to Preston Station on the Galt Branch, and from a point east of the Speed river to a point at the bridge over Spring creek, on the Hespeler branch.

BRIDGES

Authority was granted for the construction or reconstruction of seventy-two bridges throughout the country, and during the year thirty new bridges were inspected by the Board's engineers, for which authority was granted for operation.

INDUSTRIAL SPURS

Authority was granted for the construction of one hundred and four industrial spurs, varying in length from a few hundred feet to six miles.

TELEPHONE AGREEMENTS

The Board's Electrical Engineer has checked over and passed on two hundred and eighty-seven agreements, covering connections between rural telephone companies and the Bell Telephone Company.

SUBWAYS

Pedestrian subway at Woodfield road, Toronto, Ont., under the Canadian National Railway.

Pedestrian subway under the Canadian National Railway at Green avenue, city of Montreal, P.Q.

Opening for traffic of subway under the Canadian Pacific Railway at public road known as Juliens Crossing one-half mile east of Pont Rouge Station, P.Q.

Pedestrian subway under the tracks of the Canadian National Railway at Shearer street, Montreal, P.Q.

Approval of subways to be constructed at Osler avenue, Symington street, Lansdowne avenue, Dufferin street and Bartlett avenue, in the city of Toronto, Ont., on the line of the Canadian Pacific Railway.

Approval of subways to be constructed at Bloor street, Royce avenue, Davenport road and St. Claire avenue under the Canadian National Railway in the city of Toronto, Ont.

Approval of subways under the double track of the Galt Subdivision and the Toronto, Grey and Bruce Subdivision of the Canadian Pacific Railway, and the Brampton Subdivision of the Canadian National Railway on Bloor street, Toronto, Ont.

Approval of subway under the tracks of the Canadian Pacific Railway at mileage 95+1705, west of Kamloops, B.C.

Approval of subway under the tracks of the Canadian Pacific Railway at mileage 86+4446.1, west of Kamloops, B.C.

Approval of subway under tracks of the Newmarket Subdivision of the Canadian National Railway on Hillary avenue, township of York, in the province of Ontario.

Approval of subway under tracks of the Canadian National Railway at 101st street, city of Edmonton, Alta.

Approval of subway under the tracks of the Canadian National Railway at Prince Arthur street, St. Lambert, P.Q.

TUNNELS

Approval of mining tunnel under the tracks of the Canadian Pacific Railway at Kanaka, B.C.

Approval of three mining tunnels under the Edmonton, Dunvegan and British Columbia Railway in the northeast quarter of section 8, township 55, range 24, W. 4 M., in the province of Alberta, for the Sturgeon Valley Collieries Limited.

Approval of two mine entries underneath the tracks of the Edmonton, Dunvegan and British Columbia Railway in the southeast quarter of section 8, township 55, range 24, W. 4 M., at mileage 13.03, in the province of Alberta.

DRAINAGE

Approval of drains Nos. 1, 2 and 7 in the township of East Luther, Ont., across the right of way of the Canadian Pacific Railway.

Approval of drainage through subway on Jane street, Toronto, Ont., on the line of the Canadian Pacific Railway.

Approval of drainage under the tracks of the Canadian National Railway between lots 17 and 18, concession 5, township of Elma, Ont.

Approval of work to be done on municipal drain No. 18 in lot 12, concession 8, township of Minton, Ont., on the line of the Canadian National Railway.

Approval of work on drains Nos. 1 and 3 under the Canadian Pacific Railway at mileage 38.4, Teeswater Branch, in the province of Ontario.

Approval of work on the Healy ditch under the tracks of the Canadian National Railway in lot 15, concession 1, township of Clinton, Ont.

STANDARDS

The following standard plans have been approved by the Board:—

Canadian National Railway—Standard culvert plans.

Canadian National Railway—Standard timber bridge decks.

Canadian National Railway—Standard reinforced concrete slabs.

Canadian National Railway—Standard reinforced concrete cattle pens.

Canadian National Railway—Standard timber trestles.

EXPROPRIATIONS OF LAND

Expropriation of part of the northeast quarter of section 15, township 29, range 23, W. 4 M., for wye facilities of the Canadian Pacific Railway.

Expropriation of private lands at Ignace, Ont., for station facilities of the Canadian Pacific Railway.

Expropriation of a parcel of land being part of lots 542 and 543, township of Granby, county of Shefford, province of Quebec, for purpose of connection between the Montreal and Southern Counties Railway and the Central Vermont Railway at Granby, P.Q.

Expropriation of lands in the village of Westport, Ont., for the purpose of construction of wye tracks for the Canadian National Railway.

MISCELLANEOUS

Approval of automatic block signalling on the Montmorency Subdivision of the Quebec Railway Light Heat and Power Line.

Approval of dyke across right of way of the Vancouver Victoria and Eastern Railway in lot 51, group 2, New Westminster District, B.C.

Approval of rearrangement of tracks on Galt Branch of the Canadian Pacific Railway near Preston Station, Ont., and Hespeler Branch, Canadian Pacific Railway, at Spring Creek, Ont.

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Approval of changes in signals in connection with operation of swing bridges over the Trent Valley canal at Hastings and Peterborough, Ont.

Approval of proposed pier at Vancouver, B.C., for railway facilities of the Canadian Pacific Railway.

Approval of viaduct over Big Cutarm creek, in section 35, township 19, range 32, W. 1 M., at mileage 232.8, Miniota Subdivision, Canadian National Railway.

The Boards' Engineers have made a great many inspections in connection with exemption from fencing of right of ways of the different railways, particularly in the case of the western lines of the Canadian National and the Canadian Pacific Railways.

Also a considerable number of cases of reduced clearances of structures at railway sidings have been passed upon by the Board's Engineers.

In addition to the above many other matters have been dealt with, such as inspection of railways out of repair, investigation of accidents, removal of speed limitations, cattle passes, wire crossings, inductive interference, etc.

APPENDIX "D"

REPORT OF THE CHIEF OPERATING OFFICER OF THE BOARD FOR THE YEAR ENDING DECEMBER 31, 1924

A. D. CARTWRIGHT, Esq.,
Secretary, B.R.C.,
Building.

DEAR SIR,—In compliance with section 31 of the Railway Act of 1919, the annual report of the Chief Operating Officer covering the work of the Operating Department during the fiscal year ending December 31, 1924, is respectfully submitted.

REPORTING AND INVESTIGATING ACCIDENTS ATTENDED BY PERSONAL INJURY OR LOSS OF LIFE

During the year there were 2,834 accidents reported to the Board by the various railway companies subject to its jurisdiction, involving 3,572 casualties, of which number 318 persons were killed and 3,254 persons injured. For particulars see statements Nos. 1, 3 and 4.

The comparative statements Nos. 2, 5 and 6 of killed and injured show an increase of 23 persons killed and a decrease of 343 injured.

Out of the total of 2,834 accidents so reported, 1,550 were investigated, covering 237 persons killed and 1,868 injured. Detailed statements Nos. 7, 8, 9 and 10 set out the investigations made in connection with collisions, derailments, highway crossing accidents, and accidents to employees while working on or under engines. These four statements show a total of 488 investigations, covering 109 persons killed and 764 injured. The remainder of 1,062 investigations cover 128 persons killed and 764 injured, and are spread over accidents covered by the various headings referred to in statements Nos. 3, 4 and 5.

It will be observed that out of a total of 2,834 accidents and 3,572 casualties during the fiscal year, there were 84 trespassers killed and 109 injured. In this connection reference is made to statement No. 16 showing by railways, and provinces, the number of killed and injured.

The matter of highway crossing accidents, protection provided, etc., is dealt with in detail statements Nos. 3, 4, 5, 9, 11, 12, 13, 14, and 15.

INSPECTION OF SAFETY APPLIANCES—CAR EQUIPMENT

The work coming within this category is largely carried on under the provisions of section 298 of the Railway Act and General Order 102; a reprint of the latter having been made during the fiscal year ending December 31, 1923, embodying all the amendments to date. The work performed by the department in this connection will be found in detail statements Nos. 19, 20, 21A and 21B. The inspection of 102,137 cars, it will be readily understood, entails considerable time and labour, both on the ground and in the office at headquarters where the work of recording, checking and filing of the numerous reports is carried on, and subsequent correspondence with the railway companies with a view to having the defects so reported, remedied as promptly as possible.

The inspection of 102,137 cars above referred to revealed 3,824 defective cars (3.74 per cent) with defects totalling 4,167.

INSPECTION OF MOTIVE POWER

This division of the work is carried on under sections 298, 299, 300 and 301 of the Act, and the Board's General Orders Nos. 12, 31, 66, 78, 102, 131, 181, 199, 226, 289, 293, 362, 379, 385, 389 and 394. A total of 14,191 locomotives were inspected during the fiscal year, the total number of defective engines being 589 (4 per cent) with defects numbering 778. For details see statement No. 22.

Under General Order No. 78, the so-called "Locomotive Boiler Inspection Order" approximately 69,000 report forms of monthly and annual inspections were filed with the department during the year.

STATIONARY BOILERS

Under General Order No. 330, the so-called "Stationary Boiler Inspection Order," approximately 20,000 report forms of semi-annual and annual inspections were filed with this department during the year. The checking and recording of the above mentioned forms and reports, together with the necessary correspondence in connection therewith, naturally creates an extensive line of work.

INSPECTION OF PASSENGER EQUIPMENT, STATION BUILDINGS AND PREMISES

This work comprises features of safety, cleanliness, accommodation, etc. A large number of matters have been brought to the attention of the proper officials with beneficial results.

APPLICATIONS AND COMPLAINTS *re* TRAIN AND STATION SERVICE, HIGHWAY CROSSING PROTECTION, STATION LOCATIONS, CAR SUPPLY, ETC.

The work under this heading covers a wide range of subjects, and entails, in many instances, a considerable amount of enquiry and research. During the year complaints and applications numbering in the neighbourhood of 1,486 were enquired into and reported upon.

In conclusion it might be stated that in order to accomplish the work briefly outlined in the foregoing, it has necessitated the travelling of 352,341 miles by the staff of this department.

SESSIONAL PAPER No. 33

No. 1.—STATEMENT showing number of passengers, employees, and others, killed and injured on the various railways in Canada, under the Board's jurisdiction, for year ending December 31, 1924.

Name of Railway	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Canadian National Railways.....	3	205	54	1,461	101	231	158	1,897
Canadian Pacific Railway.....	14	135	44	814	62	175	120	1,124
British Columbia Electric.....					1		1	
Dominion Atlantic Railway.....			4		1			5
Hull Electric Railway.....		3	1					4
Essex Terminal Railway.....					1		1	
Central Vermont Railway.....			1					1
Naperville Junction Railway.....			6					6
Algoma Eastern Railway.....		11	2	7			2	18
Windsor, Essex and Lake Shore.....					1	10	1	10
Maine Central Railway.....						1		1
Grand River Railway.....					1	3	1	3
Esquimalt and Nanaimo Railway.....						3		3
Brantford and Hamilton Electric.....	1					2		3
Quebec Central Railway.....			2	2	3		5	2
Lake Erie and Northern Railway.....	1				3	7	3	8
Montreal and Southern Counties Railway.....		1				2		3
Edmonton, Dunvegan and B.C. Railway.....						1		1
British Columbia and Yukon Rail- way.....				1				1
Pere Marquette Railway.....			1	3	2	6	3	9
Midland Railway.....	1			1				2
Hamilton Radial Electric Rail- way.....		6		2		4		12
Quebec, Montreal and Southern Railway.....		13		12	1		1	25
Toronto, Hamilton and Buffalo Railway.....		2	1	10	1	3	2	15
Algoma Central and Hudson Bay Railway.....			1	3		1	1	4
London and Port Stanley Railway.....						9		9
Kettle Valley Railway.....	1		1	15	1	1	2	17
Great Northern Railway.....				3	1	2	1	5
New York Central Railway.....		5		6	1	1	1	12
Northern Pacific Railway.....				1				1
Michigan Central Railway.....			1	45	14	8	15	53
	17	385	107	2,398	194	471	318	3,254

No. 2.—COMPARATIVE STATEMENT of killed and injured between year ending December 31, 1923, and year ending December 31, 1924.

	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
1923.....	15	558	122	2,542	158	497	295	3,597
1924.....	17	385	107	2,398	194	471	318	3,254
Increase.....	2				36		23	
Decrease.....		173	15	144		26		343

No. 3—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accidents, for year ending December 31, 1924.

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Derailment.....		86	13	116		1	13	203
Collision head-on.....		14	5	18			5	32
Collision rear-end.....		5	1	30			1	35
Collision in yard.....		29	2	38		1	2	68
Collision with cars standing foul.....				2				2
Collision with cars account open switch.....				1				1
Collision at level (diamond) crossing.....						1		1
Public highway crossing protected by gates.....				1	11	14	11	15
Public highway crossing protected by bell.....					10	47	10	47
Public highway crossing protected by watchman.....						5		5
Public highway crossing unprotected.....				5	73	215	73	220
Private crossing.....					13	40	13	40
Trespassing.....			1	1	83	108	84	109
Working on or under engine.....			2	340			2	340
Miscellaneous.....	9	182	3	664	2	12	14	858
Adjusting couplers, coupling and uncoupling.....			3	94			3	94
Run down by engine or car between stations.....		1	13	12		2	13	15
Falling off hand car, motor or velocipede.....			5	205			5	205
Hand car, motor, velocipede, struck by train.....			6	27			6	27
Crawling under cars.....								
Crawling between cars over couplers.....				11				11
Passing between cars, between couplers.....			1	8			1	8
Struck by car standing foul.....				18				18
Struck by switch stand, water spout, mail crane, etc.....				26				26
Crushed between cars, building, lumber pile, platforms, etc.....				15				15
Explosion of locomotive boiler.....				12				12
Falling off passenger train.....	5	18		4			5	22
Falling off tender while handling coal.....				3				3
Falling off tender while taking water.....				8				8
Industrial.....								
Riding on pilot or foot board of engine.....			1	57			1	57
Overhead obstruction.....				6				6
Repairing cars on repair track when moved.....				3				3
Falling off top of cars.....			8	40			8	40
Falling between cars.....			5	6			5	6
Application of air brake.....		4		151		5		160
Jumping off train in motion.....	2	27	2	65		8	4	100
Attempt to board train in motion.....		12	3	48		5	3	65
Washout.....		3		20				23
Bridge give way or destroyed by fire.....		3			1	1	1	4
Electrocuted.....								
Run down by engine or cars at stations or in yards.....	1	1	28	55	1	3	30	59
Passing too close around end of string of cars.....				1				1
Caught in frog, guard rail, or switch rod.....				2				2
Caught by engine or car while throwing switch.....				6				6

SESSIONAL PAPER No. 33

No. 3.—STATEMENT showing separately the number of passengers, employees and others, killed and injured, and the nature of the accidents, for year ending December 31, 1924.—*Concluded.*

Character of Accidents	Passengers		Employees		Others		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Falling off side and end ladders of cars.....			2	56			2	56
Falling off car while working hand brake.....				101				101
Asphyxiated in tunnel.....				20		2		22
Handling freight and baggage.....								
Loading and unloading O.C.S. material.....			2	59		1	2	60
Staking or poling cars.....				2				2
Working in coal chute.....				1				1
Cars moved while being loaded or unloaded.....				4				4
Drawbridge open.....								
Carman working on or under cars on running track when moved.....			1	3			1	3
Chaining and unchaining cars.....				3				3
Coupling and uncoupling hose and turning angle cock.....				30				30
	17	385	107	2,398	194	471	318	3,254

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[illegible]

SESSIONAL PAPER No. 33

[illegible]

No. 5.—COMPARATIVE STATEMENT in totals of killed and injured by class of accident between year ending December 31, 1923, and year ending December 31, 1924.

Character of Accidents	1923		1924		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Derailement.....	10	381	13	203	3			178
Collision head on.....	6	48	5	32			1	16
Collision rear end.....	6	87	1	35			5	52
Collision in yard.....	5	48	2	68		20	3	
Collision with cars standing foul.....	1	2		2			1	
Collision with cars account open switch.....		7		1				6
Collision at level (diamond) crossing.....	2	20		1			2	19
Public highway crossing protected by gates.....	2	20	11	15	9			5
Public highway crossing protected by bell.....	13	43	10	47		4	3	
Public highway crossing protected by watchman.....	1	8		5			1	3
Public highway crossing unprotected.....	48	255	73	220	25			35
Private crossing.....	8	20	13	40	5	20		
Trespassing.....	76	98	84	109	8	11		
Working on or under engine.....	1	386	2	340	1			46
Miscellaneous.....	10	1,001	14	858	4			143
Adjusting couplers, coupling and uncoupling.....	7	107	3	94			4	13
Run down by engine or car between stations.....	9	8	13	15	4	7		
Falling off hand car, motor or velocipede.....	6	167	5	205		38	1	
Hand car, motor, velocipede struck by train.....	5	38	6	27	1			11
Crawling under cars.....								
Crawling between cars over couplers.....		8		11		3		
Passing between cars between couplers.....	3	8	1	8			2	
Struck by cars standing foul.....	1	13		18		5	1	
Struck by switch stand, water spout, mail crane, etc.....	1	32		26			1	6
Crushed between cars, building lumber pile platforms, etc.....		14		15		1		
Explosion of locomotive boiler.....	2	4		12		8	2	
Falling off passenger train.....	5	16	5	22		6		
Falling off tender while handling coal.....		3		3				
Falling off tender while taking water.....		14		8				6
Industrial.....								
Riding on pilot or foot board of engine.....	1	49	1	57		8		
Overhead obstruction.....				6		6		
Repairing cars on repair track when moved.....	1	3		3			1	
Falling off top of car.....	2	84	8	40	6			44
Falling between cars.....	2	11	5	6	3			5
Application of air brake.....	2	155		160		5	2	
Jumping off train in motion.....	7	90	4	100		10	3	
Attempt to board train in motion.....	5	63	3	65		2	2	
Washout.....				23		23		
Bridge gave way or destroyed by fire.....	1	1	1	4		3		
Electrocuted.....								
Run down by engine or cars at stations or in yards.....	42	79	30	59			12	20
Passing too close around end of string of cars.....				1		1		
Caught in frog, guard rail or switch rod.....				2		2		
Caught by engine or car while throwing switch.....		4		6		2		
Falling off side and end ladders of cars.....	1	48	2	56	1	8		
Falling off car while working hand brake.....	1	75		101		26	1	
Asphyxiated in tunnel.....		2						2
Handling freight and baggage.....		18		22		4		
Loading and unloading O.C.S. material.....	1	23	2	60	1	37		
Staking or poling cars.....		6		2				4
Working in coal chute.....		1		1				
Cars moved while being loaded or unloaded.....		2		4		2		
Drawbridge open.....								
Carmen working on or under cars on running track when moved.....		1	1	3	1	2		
Chaining and unchaining cars.....		1		3		2		
Coupling and uncoupling hose and turning angle cock.....	1	25		30		5	1	
	295	3,597	318	3,254	72	271	49	614

	K.	I.
1923.....	295	3,597
1924.....	318	3,254
Increase.....	23	
Decrease.....		343

SESSICNAL PAPER No. 33

No. 6.—COMPARATIVE STATEMENT in totals of killed and injured between year ending December 31, 1923, and year ending December 31, 1924.

	1923		1924		Increase		Decrease	
	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	152	1,969	158	1,897	6			72
Canadian Pacific.....	100	1,393	120	1,124	20			269
Lake Erie & Northern.....	2	6	3	8	1	2		
Midland.....		2		2				
Brantford & Hamilton Electric.....		1		3		2		
Toronto Suburban.....	2						2	
Windsor, Essex & Lake Shore.....	1	22	1	10				12
Montreal & Southern Counties.....	1	4		3			1	1
Toronto, Hamilton & Buffalo.....	2	9	2	15		6		
Rutland.....		1						1
Hamilton Radial.....	1	3		12		9	1	
Niagara, St. Catharines & Toronto.....		5						5
Dominion Atlantic.....	1	1		5		4	1	
Edmonton, Dunvegan & British Columbia.....	2			1		1	2	
Central Vermont.....		15		1				14
Kettle Valley.....		8	2	17	2	9		
Algoma Eastern.....		1	2	18	2	17		
Algoma Central & Hudson Bay.....	2	9	1	4			1	5
British Columbia Electric.....		1	1		1			1
Quebec Central.....	4	5	5	2	1			3
Maritime Coal, Railway & Power Co.....	1	1					1	1
Esquimalt & Nanaimo.....	1	15		3			1	12
Hull Electric.....	1	4		4			1	
Grand River.....	1	1	1	3		2		
Quebec, Montreal & Southern.....	1	7	1	25		18		
Quebec Railway, Light & Power Co.....	2	5					2	5
Pere Marquette.....	2	11	3	9	1			2
London & Port Stanley.....		2		9		7		
Michigan Central.....	8	50	15	53	7	3		
New York Central.....	4	12	1	12			3	
Maine Central.....		2		1				1
Great Northern.....	3	32	1	5			2	27
Temiscouata.....	1						1	
Napierville Junction.....				6		6		
Essex Terminal.....			1		1			
British Columbia & Yukon.....				1		1		
Northern Pacific.....				1		1		
	295	3,597	318	3,254	42	88	19	431

	K.	I.
1923.....	295	3,597
1924.....	318	3,254
Increase.....	23	
Decrease.....		343

No. 7.—STATEMENT showing collisions attended by personal injury investigated during the year ending December 31, 1924.

Inv. File	Date	Railway	Place	Killed	Injured
14033	Dec. 22...	C.N.R.	Drumheller, Alta.		1
14035	Dec. 5...	C.P.R.	Glacier Yard, B.C.		1
14049	Dec. 27...	C.N.R.	Midway, Ont.	1	1
14066	Dec. 27...	C.P.R.	Winnipeg Terminals, Man.		1
14079	Jan. 11...	C.N.R.	Belleville, south, Ont.		1
14084	Jan. 2...	C.P.R.	Fort William Terminals, Ont.		1
14103	Dec. 30...	C.P.R.	Canmore, Laggan Sub., Alta.		1
14120	Jan. 2...	C.N.R.	Sackville, N.B.		2
14130	Dec. 17...	C.N.R.	Ena, west switch, Ont.	1	2
14189	Jan. 6...	C.N.R.	Favel, Quibell Sub., Ont.		2
14191	Jan. 21...	C.N.R.	Clinton, Ont.		3
14194	Jan. 25...	C.N.R.	Blackstone, Mileage 135, Ont.	1	1
14221	Jan. 27...	C.N.R.	Marieville, Que.		3
14245	Jan. 12...	C.P.R.	Kerrobert, Sask.		1
14251	Jan. 29...	C.P.R.	White River Yard, Ont.		1
14260	Jan. 12...	C.N.R.	Rivers, Man.		1

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No. 7.—STATEMENT showing collisions attended by personal injury investigated during the year ending December 31, 1924.—*Concluded*

Inv. File	Date	Railway	Place	Killed	Injured
14275	Feb. 20	C.P.R.	Montreal, Terminals, Westmount, Que.		6
14284	Feb. 2	C.N.R.	Welland Junction, Ont.		2
14298	Feb. 15	C.N.R.	Winnipeg Terminals, Fort Rouge, Man.		1
14317	Feb. 21	C.N.R.	Belleville Yard, Ont.		5
14368	Mar. 3	C.N.R.	Stratford, 3 miles west, Ont.		13
14376	Feb. 28	C.N.R.	London East, Sandpit, Ont.		2
14381	Feb. 19	C.N.R.	Edmonton, Calder Yard, Alta.		1
14420	Mar. 18	C.N.R.	Clair, M.P., 376 Margo, Sub., Sask.		2
14433	April 4	C.P.R.	Foster Station, Mileage 2-6 east, Que.		8
14446	Mar. 7	C.P.R.	Kneehill, Langdon Sub., Alta.		2
14448	Feb. 27	C.N.R.	Mallorytown, Ont.	4	
14459	April 10	C.N.R.	Sudbury Junction, Ont.		3
14486	Feb. 29	C.P.R.	West Shefford, Que.		1
14513	April 22	C.N.R.	Rainy River, Sprague Sub., Ont.		2
14532	April 21	C.P.R.	Guelph Junction, Ont.		1
14540	May 11	C.N.R.	Solomon, Brule Sub., Alta.		1
14610	May 16	C.N.R.	Alcott, Mileage 133, Ont.		2
14626	May 4	C.P.R.	Windsor Yard, Ont.		1
14680	April 29	C.N.R.	McIntosh, Ont.		3
14741	June 26	C.N.R.	Paddington, cutoff, Man.		2
14871	July 21	A.E.R.	Birch Island, 4 poles west, Mileage 77, Ont.	2	18
14881	July 23	H.R.E.	Hamilton, King and Tisdale Streets, Ont.		1
14887	July 20	C.N.R.	Mimico Yard, Ont.		1
14927	June 13	C.N.R.	Middle Sackville, N.B.		2
14932	July 27	C.N.R.	Margo Sub., Mileage 355-3, Sask.		2
14936	July 8	C.N.R.	Quibell Sub., Mileage 122, Ont.		1
14937	Aug. 2	C.N.R.	Fort Frances Sub., Mileage 85, Ont.		1
14969	Aug. 5	Q.M. & S.	Sorel, Que.		15
14981	July 13	C.N.R.	Key Harbor Sub., Ont.		1
15004	Aug. 9	C.N.R.	Vaudreuil, Que.		1
15061	Aug. 8	C.N.R.	Metabetchouan, Que.		1
15079	Aug. 27	C.N.R.	Transcona, Man.		1
15097	Aug. 7	C.P.R.	Eau Claire, Ont.		2
15138	Sept. 13	C.N.R.	Belleville Yard, Ont.		1
15171	Sept. 19	C.N.R.	Mimico, north yard, Ont.		2
15282	Oct. 23	H.E.R.	Deschenes, Que.		4
15411	Oct. 29	C.P.R.	Kamloops Yard, B.C.	1	
15423	Oct. 13	C.N.R.	Edmonton, coach yard, Alta.		1
15472	Dec. 3	C.P.R.	Joliette, St. Gabriel Sub., Que.		4
15480	Nov. 16	C.N.R.	Montreal, Turcot yard, Que.		1
15486	Nov. 28	C.N.R.	Port Colborne, Ont.	1	
14963	Aug. 5	C.N.R.	Windsor yard, Ont.		2
15204	Aug. 1	C.N.R.	Croydon, mileage 39-5, B.C.	1	
15510	Nov. 5	C.P.R.	Burnside, Man.		2
15521	Nov. 26	C.P.R.	Red Deer Subd., Mileage 2, Alta.		2
15526	Dec. 6	C.N.R.	West Fort Yard, Ont.		2
15528	Nov. 27	C.N.R.	Lakehead Terminals, Neebing Ave., Ont.		2
				12	151

No. 8.—STATEMENT showing derailments attended by personal injury investigated during the year ending December 31, 1924.

O.D. File	Date	Railway	Place	Killed	Injured
Inv. 14017	Nov. 23	C.N.R.	Dominion Coal Co., Windmill Point, Montreal, Que.		1
" 14015	Dec. 24	C.N.R.	1½ miles south Haliburton, Ont.		21
" 14030	Dec. 27	C.N.R.	M.P. 198 Miniota Sub., Lazare, Man.		3
" 14041	Dec. 11	T.H. & B.	Brantford, Ont.		1
" 14073	Dec. 10	C.N.R.	Tallman, Sask.		1
" 14105	Jan. 8	C.N.R.	Tenth Range, M.P. 105-7 Drummondville Sub., Que.		2
" 14118	Jan. 1	C.N.R.	St. James, Winnipeg Terminals, Man.		1
" 14124	Jan. 8	C.N.R.	Equity, Alta.		3
" 14125	Dec. 15	C.N.R.	Rockyford, Alta.		1
" 14137	Jan. 22	C.N.R.	Porloch, Ont.		2
" 14147	Jan. 25	C.N.R.	M.P. 135-4 Oba Sub., Ont.		1
" 14218	Jan. 28	C.N.R.	M.P. 370 Drumheller Sub., Lysalta, Alta.		20

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No. 8.—STATEMENT showing derailments attended by personal injury investigated during the year ending December 31, 1924.—*Concluded.*

O.D. File	Date	Railway	Place	Killed	Injured
In 14224.	Jan. 20.	M.C.R.	Windsor Yard, Ont.		1
" 14226.	Feb. 12.	C.P.R.	M.P. 106, Thompson Sub., B.C.		3
" 14244.	Feb. 15.	C.N.R.	M.P. 115, Bucke Sub., Smith, Ont.		10
" 14274.	Feb. 25.	C.N.R.	M.P. 52-6 Ashcroft, B.C.	1	1
" 14290.	Jan. 17.	C.N.R.	Ste. Romuald, Que.		1
" 14308.	Jan. 26.	Q.M.&S.	Fleury Siding, Que.		1
" 14316.	Feb. 23.	C.N.R.	Mimico Yard, Ont.	3	
" 14318.	Feb. 23.	C.N.R.	½ mile west Franklin, Ont.		2
" 14319.	Jan. 27.	C.N.R.	M.P. 32-2 Haynes, Alta.		1
" 14339.	Feb. 21.	C.N.R.	M.P. 86, Orono Sub., Ont.		2
" 14342.	Feb. 21.	C.N.R.	North Yard, No. 9 siding, Mimico, Ont.	1	
" 14364.	Mar. 15.	C.N.R.	Port Colborne, Ont.		2
" 14378.	Mar. 19.	A.C. & H.	B.		1
" 14398.	Feb. 25.	C.N.R.	M.P. 73, Ont.		1
" 14437.	Apr. 5.	C.N.R.	Ethel Yard, Ont.	1	1
" 14476.	Mar. 27.	C.N.R.	16 poles east M.P. 110, Armstrong, Ont.		1
" 14479.	Apr. 19.	C.P.R.	M.P. 30, Sunstrum, Ont.		4
" 14504.	Apr. 24.	C.P.R.	M.P. 28, Lacombe Sub., Alta.		1
" 14507.	Apr. 26.	C.P.R.	Renfrew Yard, Ont.		1
" 14508.	Apr. 26.	C.N.R.	Meeting Creek, Alta.		1
" 14508.	Apr. 26.	C.N.R.	Mileage 581, Highgate, Sask.	2	
" 14546.	Mar. 2.	C.N.R.	M.P. 60-5 Deerhome, B.C.		6
" 14602.	Apr. 23.	C.N.R.	M.P. 45, Minaki Sub., Ophir, Man.		1
" 14622.	May 6.	C.N.R.	M.P. 104, Stackpool, Ont.		1
" 14638.	May 22.	C.P.R.	Calgary Terminals, Alta.		1
" 14645.	May 26.	C.P.R.	Ignace Sub., Margach, Ont.		1
" 14672.	June 12.	C.N.R.	2½ miles west Cambray, Ont.		8
" 14701.	June 24.	C.P.R.	Mileage 82, Maple Creek Sub., Sask.		2
" 14725.	June 26.	G.N.R.	Fernie, B.C.		1
" 14830.	Jul. 16.	C.N.R.	Mokomon, Ont.		1
" 14843.	Jul. 13.	C.P.R.	Mileage 104, Broadview Sub., Sask.		22
" 14851.	June 12.	C.N.R.	Mileage 256-1, Kendal, Sask.		1
" 14869.	Aug. 2.	C.N.R.	Just west of semaphore, New Hamburg, Ont.		5
" 14895.	July 14.	C.N.R.	Lower Eastbound lead, No. 2, Fort Erie, Ont.		1
" 14903.	July 24.	C.N.R.	Mileage 2, Big River Sub., Shellbrook, Sask.	2	1
" 14907.	July 14.	C.N.R.	Sprague Sub., Mileage 57, Sprague, Man.		1
" 14923.	July 18.	C.N.R.	Mileage 79-5, St. Quentin Sub., N.B.		1
" 14960.	Aug. 20.	C.N.R.	1½ miles south Lefroy, Ont.		7
" 14982.	Aug. 14.	C.N.R.	Pickering, Ont.		1
" 15003.	Aug. 27.	C.N.R.	Swiftwater, Mileage 16, B.C.		5
" 15027.	July 15.	C.N.R.	Mileage 206, Grandview, Man.		1
" 15030.	Aug. 5.	C.N.R.	Quibell Sub., Ont. (Millidge).		1
" 15035.	Aug. 11.	C.P.R.	Mileage 27, Altawan Sub., Alta.		1
" 15065.	June 18.	C.N.R.	Mileage 118, Beadle, Sask.		4
" 15124.	Aug. 11.	C.P.R.	Loop Tunnel, B.C.		1
" 15180.	Aug. 23.	C.P.R.	Rossland, B.C.		2
" 15191.	Sept. 4.	C.N.R.	Mileage 47-1, Ophir, Man.		1
" 15193.	Sept. 14.	K.V.R.	Coquihalla, Mileage 150-7, B.C.		1
" 15231.	Sept. 25.	C.N.R.	Minaki Sub., Ena, Ont.		4
" 15243.	Sept. 4.	D.A.R.	Mileage 27-7, Kennetcook, N.S.		1
" 15293.	Oct. 26.	C.N.R.	St. James, Winnipeg Terminal Division, Man.		1
" 15294.	Oct. 19.	C.N.R.	East Yard, Winnipeg Terminal Division, Man.		1
" 15307.	Sept. 28.	C.P.R.	Ignace, Ont.		1
" 15328.	Oct. 4.	C.N.R.	3½ miles north, Chesley, Ont.		1
" 15367.	Nov. 15.	C.N.R.	Tillsonburg, Ont.		2
" 15396.	Nov. 16.	C.N.R.	2½ miles east, Campbellford, Ont.		3
" 15410.	Oct. 22.	C.N.R.	Lake Head Subd., Midway, Ont.		3
" 15419.	Nov. 16.	C.P.R.	Westfort Yard, Ont.		1
" 15442.	Nov. 27.	C.P.R.	Estevan Subd., Mileage 11, Manitoba.		2
" 15446.	Sept. 15.	C.N.R.	Pows Bridge, Mile 34-2, P.E.I.		1
" 15451.	Nov. 22.	C.N.R.	St. James, Winnipeg Terminals Div., Man.		1
" 15465.	Nov. 26.	K.V.R.	Carmi Subd., Mileage 39-5, B.C.	1	4
" 15474.	Nov. 21.	C.P.R.	Trenton, Creosote Yard, Ont.		1
" 15504.	Oct. 23.	C.N.R.	Evansburg, Alta.		2
" 15533.	Dec. 17.	C.P.R.	Burstall Subd., 18 poles west of Mileage 26th Alta.		1
" 15534.	Dec. 21.	C.N.R.	Mileage 123-6, St. Anne, Man.		3
" 15546.	Dec. 24.	C.N.R.	Woodlawn, Mileage 28, Ont.		2
" 14798.	June 13.	C.P.R.	Kneehill, Alta.		1
" 15271.	Oct. 7.	C.N.R.	St. Martin's Subdivision, Mileage 252, N.B.		2
				11	207

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury investigated during year ending December 31, 1924.

Inv. File	Brd. File	Date	Time	Railway	Place	K.	I.	Protec- tion	Class of accident	Remarks
14001	26467-37	Nov. 24	19.45 k.	C.N.R.	First crossing west of M.P. 200, Togo., Sask.		1	Unp.	Auto.	Single; skew; carelessness; rural.
14006	27156-72	Dec. 5	12.10 p.	C.P.R.	Main St., Burlington, Que.		3	Unp.	Auto. bus	Single; right angle; siding; urban.
14005	14001	Dec. 18	8.10 p.	C.N.R.	Canning St., Montreal, Que.		1	Gates.	Pedestrian	Double; right angle; carelessness; urban.
14014	26711-78	Dec. 18	11.00 a.	C.N.R.	First crossing south of Woodsville, Ont.		1	Unp.	Auto.	Single; right angle; carelessness; urban.
14025	26765	Dec. 28	1.10 a.	C.N.R.	London Rd., Brampton, Ont.		4	Unp.	Auto.	Double; right angle; station buildings; urban.
14040	26765-268	Jan. 3	1.50 p.	C.N.R.	Midland St., London, Ont.		3	Unp.	Auto.	Single; right angle; trees; carelessness; urban.
14045	9437-290	Dec. 26	8.40 a.	C.P.R.	Fairview Ave., Penetanguishene, B.C.		2	Bell.	Auto. trk.	Double; right angle; carelessness; urban.
14052	11738-152	Dec. 1	11.00 a.	K.V.R.	Cumberland Rd., Courtenay, B.C.		1	Unp.	Auto.	Single; skew; carelessness; urban.
14053	6052-36	Nov. 8	6.10 p.	E. & N.			2	Unp.	Auto.	Single; right angle; station bldg.; carelessness; rural.
14064	18034-87	Dec. 25	11.47 a.	L.E. & N.	Mt. Pleasant Rd., Brantford, Ont.		2	Unp.	Auto.	Single; right angle; carelessness; urban.
14068	13019	Jan. 3	1.50 p.	C.N.R.	Queen St., Brantford, Ont.		1	Bell.	Ped.	Single; skew; carelessness; urban.
14075	26711-77	Dec. 24	3.10 p.	C.N.R.	First Rd. crossing, east, Stony Creek, Ont.		1	Unp.	Auto.	Double; right angle; high ground; carelessness; rural.
14076	26765-46	Dec. 16	9.49 a.	G.R.	Main Street, Galt, Ont.		1	Unp.	M.-cycle	Single; right angle; siding; carelessness; urban.
14077	26711-79	Dec. 30	9.25 p.	C.N.R.	Crossing west of Canal Bridge, Thorold, Ont.		2	Unp.	Auto.	Single; right angle; carelessness; rural.
14083	26711-80	Jan. 5	8.05 a.	C.N.R.	Port Colborne, Fraser St. crossing, Ont.		1	Unp.	Auto.	Double; right angle; buildings; carelessness; urban.
14091	31671	Nov. 30	3.25 a.	C.N.R.	Parent Rd., Ford, Ont.		2	Unp.	Truck	Double; right angle; sdgs.; urban.
14092	7264	Jan. 8	6.03 p.	C.N.R.	Richmond St., London, Ont.		1	Gates	Ped.	Double; right angle; carelessness; urban.
14093	13227	Dec. 4	12.00 m.	C.N.R.	Strabane Ave., Ford City, Ont.		2	Unp.	Auto.	Single; right angle; sdgs.; carelessness; urban.
14095	28300-4	Nov. 17	10.30 a.	D.A.R.	Second crossing, east, Avonport, N.S.		1	Unp.	Auto.	Single; right angle; carelessness; rural.
14097	9437-1262	Dec. 18	14.15 k.	E. & N.	Comox Rd., Nanaimo, B.C.		7	Bell.	Truck	Single; right angle; building; carelessness; urban.
14098	10521-361	Dec. 6	14.25 k.	C.N.R.	Crossing at Alix South Junction, Alta.		1	Unp.	Wagon	Single; skew; scrub; carelessness; rural.
14102	26711-81	Nov. 11	9.00 a.	C.N.R.	Third crossing east, Aldershot, Ont.		1	Unp.	Truck	Double; right angle; rural.
14109	26711-112	Jan. 11	8.45 a.	C.P.R.	Main St. crossing, Milton Station, Ont.		1	Unp.	Ped.	Skew; carelessness; urban.
14123	26727-128	Dec. 25	12.28 p.	C.P.R.	Crossing just east, Fordwich, Ont.		2	Unp.	Auto.	Single; right angle; carelessness; rural.
14131	26765-270	Jan. 5	2.15 a.	C.N.R.	Thorold Rd. crossing, Stamford, Ont.		2	Unp.	Auto.	Single; right angle; trees; carelessness; rural.
14150	9437-1089	Jan. 8	9.20 p.	C.P.R.	Cherry St., Toronto, Ont.		2	Unp.	Auto.	Single; right angle; carelessness; rural.
14157	27635-54	Dec. 12	16.55 k.	C.P.R.	First crossing east station, Verdun, Man.		1	Watchman	Auto.	Single; right angle; carelessness; rural.
14158	27802-2	Jan. 14	11.05 a.	T.H.E.	Beach Road crossing, Hamilton, Ont.		1	Unp.	Auto.	Single; right angle; carelessness; urban.
14164	27006-635	Jan. 26	11.25 k.	H.R.E.	Chisholm St., Oakville, Ont.		1	Bell.	Auto.	Single; right angle; carelessness; rural.
14184	26282	Jan. 6	4.00 p.	C.N.R.	DeCourcelles St., Montreal, Que.		1	Gates	Truck	Single; right angle; carelessness; urban.
14182	3629	Jan. 19	15.30 p.	C.N.R.	Clarence Ave., Winnipeg, Man.		1	Unp.	Ped.	Double; right angle; carelessness; urban.
14187	9437-1098	Dec. 17	2.35 p.	L.P.S.	Pillette Rd., Ford City, Ont.		1	Gates	Auto.	Single; right angle; carelessness; urban.
14193	9437-589	Jan. 25	8.30 p.	C.N.R.	St. Clair Ave., Toronto, Ont.		1	Unp.	Auto.	Double; right angle; carelessness; urban.
14197	10293	Jan. 25	16.35 p.	C.P.R.	Sixth crossing east, Wetaskiwin, stn., Alta.		2	Gates	Mail-wgn	Double; right angle; carelessness; urban.
14200	9437-1234	Jan. 22	1.15 p.	C.N.R.	Rebecca St. crossing, Hamilton, Ont.		1	Unp.	Auto.	Single; right angle; carelessness; rural.
14206	33084	Nov. 10	9.40 p.	M.C. & R.	1 mile northeast, Joggins station, N.S.		1	Unp.	Auto.	Double; right angle; carelessness; urban.
14208	33220-1	Oct. 23	3.57 p.	C.N.R.	Rd. crossing, west, Petitecodiac, N.B.		1	Unp.	Ped.	Double; right angle; carelessness; rural.
14210	15156	Jan. 23	2.30 p.	C.N.R.	First crossing east, Colborne Station, Ont.		1	Unp.	Auto.	Single; right angle; buildings; rural.
14213	27218-11	Jan. 23	8.20 a.	C.N.R.	Wilson's crossing, Thorburn Subd., N.S.		1	Unp.	Auto.	Double; right angle; trees; carelessness; rural.
14214	17814	Nov. 12	1.10 p.	C.N.R.	Andrew street crossing, Campbellton, N.B.		1	Unp.	Auto.	Single; right angle; carelessness; rural.
14219	13229	Feb. 2	1.30 p.	C.N.R.	St. Philippe St. crossing, Montreal, Que.		1	Gates	Ped.	Double; right angle; carelessness; urban.
14220	27652-22	Feb. 2	4.45 a.	M.C.R.	South Main St., Welland, Ont.		1	Unp.	Sleigh	Double; right angle; carelessness; urban.
14234	Cose 4760	Feb. 10	10.00 a.	C.N.R.	First crossing north, Stottville, Que.		1	Gates	Ped.	Double; right angle; buildings; rural.
14276	338	Feb. 9	4.55 p.	C.N.R.	Ontario St. crossing, Montreal, Que.		1	Gates	Ped.	Double; right angle; carelessness; urban.
14285	26782-37	Feb. 16	9.25 p.	C.N.R.	St. Francis St., Lauque, Que.		1	Unp.	Ped.	Single; right angle; carelessness; bldgs.; urban.
14315	25542-38	Feb. 11	9.25 p.	L.P.S.	Elm St., crossing, St. Thomas, Ont.		2	Unp.	Auto.	Single; right angle; carelessness; urban.

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Jan. 26	10, 15 p.	C.N.R.	Sunny Brae crossing, Sunny Brae, N.B.	1	Unp.	Rig	Single; skew; high ground; rural.
Jan. 28	2, 30 a.	C.N.R.	Crossing 3 miles from Les Boudoirs, Que.	1	Unp.	Sleigh Team	Double; right angle; carelessness; rural.
Mar. 1	4, 43 a.	M.C.R.	First rd. crossing west of Watford, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
Mar. 2	2, 10 p.	C.N.R.	Crossing just north of Babine, N.B.	1	Unp.	Auto.	Single; right angle; carelessness; urban.
Mar. 5	10, 55 a.	C.P.R.	Wynner Rd. crossing, Hull, Que.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
Feb. 2	15, 45 k.	C.P.R.	First crossing west of M.P. 130, Frohisher, Sask.	2	Unp.	Auto.	Single; right angle; siding; urban.
Mar. 21	7, 45 p.	C.N.R.	John St. crossing, Toronto, Ont.	2	Gates	Auto.	Double; right angle; buildings; careless; urban.
Mar. 21	9, 35 a.	C.N.R.	Crossing east of Valois Station, Que.	1	Unp.	Auto.	Single; right angle; buildings; careless; urban.
Mar. 22	6, 02 p.	C.N.R.	Wellington St. crossing, Chatham, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; urban.
Mar. 22	6, 00 p.m.	C.N.R.	First crossing south, Bracebridge, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; urban.
Mar. 22	6, 02 p.	C.N.R.	George St. crossing, Brantford, Ont.	1	Unp.	Auto.	Single; right angle; building; rural.
April 6	4, 20 p.	C.N.R.	Crossing at Scarboro Junction, Ont.	1	Unp.	Auto.	Double; right angle; trees; carelessness; rural.
April 15	4, 20 p.	C.N.R.	Kingston Rd. crossing, Westboro, Ont.	1	Unp.	Auto.	Double; right angle; carelessness; rural.
Mar. 30	8, 17 p.	M.C.R.	Second crossing, Westboro, Ont.	1	Unp.	Auto.	Double; right angle; trees; carelessness; rural.
Mar. 26	7, 10 a.	C.N.R.	Stanley St. crossing, Westboro, Ont.	1	Unp.	Auto.	Double; right angle; carelessness; rural.
Mar. 26	7, 05 a.	C.N.R.	Chatham St. crossing, Chatham, Ont.	1	Unp.	Auto.	Double; right angle; carelessness; rural.
April 19	2, 42 p.	C.P.R.	Princess St. crossing, Chatham, Ont.	2	Gates	Auto.	Double; right angle; high ground; careless; urban.
April 15	2, 42 p.	C.P.R.	Crossing at Milagro 62.9, Glomann, Ont.	2	Unp.	Auto.	Double; right angle; building; carelessness; urban.
April 15	15, 30 k.	C.P.R.	Main Ave. crossing, Winnipeg, Man.	1	Unp.	Auto.	Single; right angle; buildings; careless; urban.
April 17	10, 25 a.	C.P.R.	Main St. crossing, Almonte, Ont.	1	Unp.	Auto.	Double; slow; trees; careless; rural.
April 17	10, 25 a.	C.P.R.	Main St. crossing, Almonte, Ont.	1	Unp.	Auto.	Single; right angle; high ground; trees; careless; urban.
April 28	3, 25 p.	H.R.E.	Ottawa St. crossing, Hamilton, Ont.	1	Unp.	Auto.	Double; right angle; carelessness; urban.
May 5	7, 00 a.	C.N.R.	1,000 feet east of Louise St., Que.	2	Unp.	Auto.	Single; right angle; carelessness; rural.
April 30	2, 12 p.	C.N.R.	First road crossing, west St. Catharines sta., Ont.	1	Unp.	Wagon	Double; right angle; carelessness; urban.
May 2	2, 10 p.	C.N.R.	First crossing west of station, Dorock, B.C.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
May 2	19, 45 k.	C.P.R.	First crossing east of station, Dorock, B.C.	2	Unp.	Auto.	Single; right angle; siding; carelessness; rural.
April 26	16, 45 k.	C.N.R.	William St. crossing, Colours, Ont.	2	Unp.	Truck	Double; right angle; carelessness; rural.
May 4	15, 35 p.	C.N.R.	First crossing east, Unionville, Ont.	2	Unp.	Auto.	Single; right angle; carelessness; urban.
April 30	4, 12 p.	C.N.R.	Base line crossing, Whithy, Ont.	1	Unp.	Auto.	Double; right angle; carelessness; rural.
May 10	12, 05 p.	C.N.R.	Crossing 14 miles north, Clinton Jet, Ont.	2	Unp.	Auto.	Single; right angle; carelessness; rural.
May 8	9, 30 a.	C.N.R.	Townsend St. crossing, Simcoe, Ont.	2	Unp.	Auto.	Single; right angle; high ground; careless; urban.
May 14	10, 20 a.	L.E. & N.	Montrose and Kings Sts., Preston, Ont.	2	Unp.	Wagon	Single; right angle; carelessness; urban.
May 14	7, 18 p.	C.N.R.	115th Avenue Edmonton, Alta.	2	Unp.	Auto.	Double; right angle; carelessness; urban.
May 13	8, 35 k.	L.E. & N.	Mt. Pleasant Rd., Brantford, Ont.	3	Unp.	Auto.	Double; right angle; high ground; care; rural.
April 25	2, 35 p.	C.N.R.	First Avenue crossing, Lachine, Que.	1	Unp.	Rig	Double; right angle; carelessness; urban.
May 19	6, 50 p.	C.N.R.	Durham St. crossing, Islington, Ont.	5	Unp.	Auto.	Double; right angle; siding; carelessness; urban.
May 28	9, 10 a.	C.N.R.	First Avenue crossing, Lachine, Que.	5	Unp.	Auto.	Double; right angle; carelessness; urban.
May 17	3, 58 p.	C.N.R.	Rochester St., Ottawa, Ont.	5	Unp.	Auto.	Double; right angle; carelessness; urban.
May 31	4, 40 p.	C.N.R.	Main St. crossing, Westville, N.S.	1	Unp.	Truck	Single; right angle; carelessness; urban.
May 17	10, 15 p.	C.P.R.	Beaches Ave., Chatham, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
June 4	11, 50 a.	C.P.R.	Walker Road crossing, Walker Junction, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
June 4	1, 53 p.	C.P.R.	Grand Ave., Chatham, Ont.	1	Unp.	Truck	Single; right angle; carelessness; rural.
May 23	7, 10 p.	P.M.R.	First crossing north of station, Beauharnois, Que.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
May 30	11, 35 a.	N.Y.C.	Second crossing east of station, Beauharnois, Que.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
June 7	12, 03 p.	C.N.R.	Main road crossing north of station, Beauharnois, Que.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
May 28	4, 10 p.	C.N.R.	Crossing 24 miles south, Woodstock Sta., N.B.	1	Unp.	Auto.	Single; right angle; trees; careless; rural.
June 11	11, 12 a.	C.P.R.	Crossing at station, St. Martin Junction, Que.	1	Unp.	Auto.	Single; right angle; carelessness; urban.
June 11	8, 55 a.	C.N.R.	Crossing 14 miles west of Beauharnois, Ont.	1	Unp.	Wagon	Single; right angle; carelessness; rural.
June 13	8, 05 a.	C.P.R.	Roselawn Ave., Nanaimo, B.C.	1	Unp.	Auto.	Single; right angle; trees; careless; rural.
May 7	23, 55 k.	E. & N.	Neelby Ave. crossing, Westport, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; urban.
June 10	10, 30 k.	C.N.R.	Crossing west of station, Aberarder, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
June 13	2, 05 p.	C.N.R.	Crossing west of station, Aberarder, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
June 25	4, 40 p.	C.N.R.	Main St. crossing, Norwich, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
June 25	6, 25 p.	C.N.R.	St. Anne St., St. Hyacinthe, Que.	1	Unp.	Auto.	Double; right angle; bldgs.; careless; urban.
June 25	6, 49 p.	C.P.R.	Brook Road crossing Puslinch, Ont.	2	Unp.	Auto.	Single; right angle; bldgs.; high ground; carelessness; rural.
June 22	6, 50 p.	W.E. & L.S.	Crossing 1.49 miles east, Ruthven, Ont.	4	Unp.	Auto.	Single; right angle; carelessness; rural.
June 23	5, 33 p.	C.P.R.	Papineau Ave., Montreal, Que.	1	Gates	Auto.	Double; right angle; carelessness; urban.
June 23	5, 53 p.	C.P.R.	First crossing west, Kent Bridge station, Ont.	3	Unp.	Auto.	Single; right angle; carelessness; rural.
July 2	5, 55 p.	C.P.R.	Crossing 3 miles east of Prescott, Ont.	1	Unp.	Auto.	Double; right angle; carelessness; rural.
June 27	11, 14 a.	C.P.R.	Colborne St. crossing, London, Ont.	1	Unp.	Buggy	Double; right angle; carelessness; urban.
July 5	11, 40 p.	C.N.R.	Crossing 3 miles east of Prescott, Ont.	1	Unp.	Buggy	Double; right angle; carelessness; rural.

No. 9.—STATEMENT showing highway crossing accidents attended by personal injury investigated during year ending December 31, 1924.—Continued.

Inv. File	Brd. File	Date	Time	Railway	Place	K.	L.	Protection	Class of accident	Remarks
14784	27156-20	June 21	12-51 p.	C.P.R.	Crossing at east end of Church St., Vaudreuil, Que.	1	1	Unp.	Truck	Double, right angle; trees; carelessness; urban.
14786	26711-93	June 17	10-05 a.	C.N.R.	McLachlan St. crossing, Annapolis, Ont.	1	1	Unp.	Truck	Single; right angle; blades; carelessness; urban.
14790	26467-40	June 13	10-10 k.	C.N.R.	Crossing west of Oakmont, Reynold, Alta.	1	1	Unp.	Wagon	Single; right angle; adrs.; carelessness; rural.
14799	618-27-1	June 10	17-13 k.	C.P.R.	First crossing west of Compton, Alta.	1	1	Unp.	Wagon	Single; right angle; high ground; carelessness; rural.
14805	26711-95	July 5	8-25 a.	C.N.R.	Park Ave., Chatham, Ont.	1	1	Unp.	Wagon	Single; right angle; blades; carelessness; urban.
14807	27939-19	July 5	7-20 p.	P.M.R.	First crossing west of Markham, Ont.	1	1	Unp.	Ped.	Single; right angle; trees; b & b; urban.
14808	26842-40	May 25	11-20 a.	M.C.R.	Crossing two miles west of Canfield Jct., Ont.	1	1	Unp.	Auto.	Double, right angle; carelessness; rural.
14823	26727-154	July 17	8-58 a.	C.P.R.	First crossing east of Green Valley, Ont.	1	2	Unp.	Auto.	Double, right angle; buildings; carelessness; rural.
14834	3578-206	July 21	11-53 a.	C.N.R.	Crossing at mile age 20-39, Uggis stn., P.E.I.	1	1	Unp.	Auto.	Double, right angle; trees; carelessness; urban.
14861	32550-5	June 30	9-27 a.	C.N.R.	Crossing at mile age 20-39, Uggis stn., P.E.I.	1	1	Unp.	Auto.	Single; right angle; high ground; carelessness; rural.
14876	32229-5	June 30	3-57 p.	C.N.R.	Crossing at mile age 20-39, Uggis stn., P.E.I.	1	1	Unp.	Auto.	Single; right angle; carelessness; rural.
14877	27156-75	July 21	2-55 p.	C.N.R.	Crossing at mile age 20-39, Uggis stn., P.E.I.	1	1	Unp.	Auto.	Single; right angle; carelessness; rural.
14877	27156-73	July 16	3-45 a.	C.N.R.	Crossing at mile age 20-39, Uggis stn., P.E.I.	1	1	Unp.	Auto.	Single; right angle; carelessness; rural.
14866	18032-87	July 25	3-45 a.	C.N.R.	Crossing at mile age 20-39, Uggis stn., P.E.I.	1	1	Unp.	Auto.	Single; right angle; carelessness; rural.
14893	26842-41	July 29	1-54 p.	C.N.R.	Crossing at mile age 20-39, Uggis stn., P.E.I.	1	1	Unp.	Auto.	Single; right angle; carelessness; rural.
14894	28116-2	July 29	1-54 p.	C.N.R.	Crossing at mile age 20-39, Uggis stn., P.E.I.	1	1	Unp.	Auto.	Single; right angle; carelessness; rural.
14905	9437-369	July 21	12-45 p.	C.N.R.	First road crossing east, Essex, Ont.	1	1	Unp.	Auto.	Double, skew; carelessness; rural.
14905	9437-369	July 21	12-45 p.	C.N.R.	First road crossing north, Maidstone stn., Ont.	1	1	Unp.	Auto.	Double, right angle; carelessness; rural.
14908	9437-1219	Aug. 8	10-10 a.	C.P.R.	Bank St. crossing, Corinth, Ont.	1	1	Unp.	Auto.	Single; right angle; trees; carelessness; rural.
14909	27156-79	Aug. 8	10-02 a.	C.P.R.	Lake St. crossing, Aylmer, Que.	1	1	Unp.	Truck	Single; right angle; trees; carelessness; rural.
14912	27156-80	July 14	10-15 a.	C.P.R.	Crossing at mile east, Altonvale, Que.	1	1	Unp.	Ped.	Single; skew; carelessness; urban.
14915	9437-568	July 30	12-15 p.	C.N.R.	Adam's crossing, 3 miles east, Newcastle, Ont.	4	2	Unp.	Auto.	Single; right angle; trees; carelessness; rural.
14916	30394	July 18	3-18 a.	C.N.R.	Page Ave., crossing, 2 miles east, Fort Credit, Ont.	4	3	Unp.	Auto.	Double, right angle; carelessness; rural.
14918	26711-96	June 25	8-59 a.	C.N.R.	Third road crossing east, Burlington, Ont.	1	1	Unp.	Rig	Double, right angle; rural; trees; carelessness.
14919	26745	July 19	12-20 p.	D.&H.E.R.	Crossing last west of Canaville, Ont.	1	1	Unp.	Buggy	Double, right angle; carelessness; rural.
14920	26727-137	Aug. 1	12-15 p.	C.N.R.	Parkdale Ave. crossing, Ottawa, Ont.	1	1	Unp.	Auto.	Single; skew; trees; carelessness; rural.
14922	9437-735	Aug. 6	11-16 a.	C.N.R.	First rd. crossing west of Burlington stn., Ont.	1	1	Unp.	Truck	Single; right angle; carelessness; urban.
14929	26727-138	July 14	4-30 p.	C.P.R.	Main Street crossing, Galt, Ont. (mileage 56-2)	1	1	Unp.	Auto.	Double, skew; s.d.g.; carelessness; rural.
14930	26727-136	July 31	7-44 p.	C.P.R.	First crossing west of Milton station, Ont.	2	1	Unp.	Ped.	Single; right angle; carelessness; rural.
14939	33567	July 28	11-40 k.	C.P.R.	First crossing west, Marquette stn., Man.	1	1	Unp.	Auto.	Double, right angle; siding; carelessness; rural.
14940	9437-1303	July 24	15-00 k.	C.P.R.	Second crossing east, Newdale stn., Man.	1	1	Unp.	Auto.	Single; right angle; siding; carelessness; rural.
14957	3378-360	Aug. 7	7-35 a.	C.N.R.	2 1/2 miles east, Thurlo Stn., Ont.	1	1	Unp.	Ped.	Single; right angle; carelessness; rural.
14961	26711-74	July 9	6-55 p.	C.N.R.	Town line crossing east of Brampton, Ont.	1	1	Unp.	Wagon	Single; right angle; high ground; carelessness; rural.
14962	26765-95	Aug. 9	5-10 p.	C.N.R.	Crossing west of C. P. diamond, Woodstock, Ont.	1	1	Unp.	Ped.	Double, skew; trees; carelessness; urban.
14964	26711-98	July 29	2-17 p.	C.N.R.	First crossing west, Waubanc bridge, London, Ont.	1	1	Unp.	Ped.	Single; right angle; trees; carelessness; urban.
14965	9437-787	July 8	5-23 p.	C.N.R.	Guy St. crossing, Montreal, Que.	1	1	Unp.	Auto.	Single; right angle; high ground; trees; carelessness; rural.
14966	27073-22	June 26	8-45 k.	E. & N.	Crossing, mile 27-2, Albion, B.C.	1	1	Gates	Ped.	Double, right angle; carelessness; urban.
14970	27652-5	July 23	8-55 p.	C.N.R.	Aqueduct St., Montreal, Que.	1	1	Gates	Auto.	Single; right angle; carelessness; urban.
14972	10011-1	July 17	7-00 p.	Q.M.&S.	St. James St. crossing, St. Lambert, Que.	1	1	Gates	Ped.	Single; skew; trees; carelessness; urban.
14973	26782-44	June 19	7-52 a.	C.N.R.	St. Foye rd. crossing, La Suetto, Que.	1	1	Unp.	Wagon	Single; skew; carelessness; rural.
14974	26782-43	July 14	9-40 a.	C.N.R.	Crossing east St. Isidore, Que., mile 84-5	1	1	Unp.	Auto.	Single; right angle; blades; carelessness; rural.
14975	27156-76	July 14	6-18 a.	C.P.R.	Crossing at Paquin, Que.	3	2	Unp.	Auto.	'Skew; single; trees; carelessness; rural.

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14976	29444-3	May 30	1 35 p.	M.C.R.	First crossing east of Sawyerville, Que.	1	Unp.	Auto.	Double; right angle; carelessness; rural.
14990	26711-101	July 29	8 25 a.	C.N.R.	Crossing west Scarborough stn., Ont.	1	Unp.	Auto.	Double; right angle; building; carelessness; rural.
14992	26807-32	July 7	10 00 k.	C.P.R.	First crossing east, Limerick, Sask.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
15006	26711-99	Aug. 12	10 56 a.	C.N.R.	Rd. crossing east, Tecumseh stn., Ont.	1	Unp.	Truck	Double; right angle; carelessness; rural.
15007	9437-150	Aug. 24	9 15 p.	W.E. & L.S.	Gravel Rd. crossing, mileage 4-19, Windsor, Ont.	3	Unp.	Auto.	Single; skew; building; carelessness; rural.
15008	26842-38	Aug. 21	1 35 p.	M.C.R.	Second crossing east of La Salette, Ont.	3	Unp.	Rig	Double; right angle; carelessness; rural.
15010	32362	Aug. 20	8 10 p.	C.N.R.	Second crossing west, Victoriaville, Que.	1	Unp.	Auto.	Single; right angle; carelessness; urban.
15011	27156-81	Aug. 5	4 30 p.	C.P.R.	St. Patrick St. crossing, Magog, Que.	6	Unp.	Auto.	Single; right angle; bldgs.; carelessness; urban.
15012	27156-52	Aug. 8	4 51 p.	C.P.R.	Crossing at mile 1-3, Ste. Therese stn., Que.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
15015	26374-2	Aug. 4	4 51 p.	C.N.R.	First crossing west, Atonville, Que.	4	Unp.	Auto.	Single; right angle; trees; buildings; carelessness; urban.
15022	27218-16	July 5	2 17 p.	C.N.R.	Crows crossing, Shelburne, N.S.	1	Unp.	Ped.	Single; right angle; trees; carelessness; rural.
15043	9437-80	Aug. 23	10 28 a.	C.P.R.	1 mile south, Weston stn., Ont.	2	Bell	Auto.	Single; right angle; buildings; carelessness; urban.
15047	26727-139	Aug. 19	4 07 p.	C.P.R.	Crossing mileage 71-5, just north Berkeley, Ont.	1	Unp.	Auto.	Single; right angle; trees; rural; carelessness.
15050	9374	Aug. 20	9 41 a.	C.N.R.	Crossing just east of Grimsby stn., Ont.	1	Gates	Ped.	Single; right angle; carelessness; rural.
15055	26711-102	Sept. 6	6 00 p.	C.N.R.	Maple Street, Dunnville, Ont.	5	Unp.	Auto.	Single; right angle; trees; buildings; carelessness; urban.
15059	27218-18	July 25	10 40 a.	C.N.R.	Crossing 300 yards west Hopewell Stn., N.S.	1	Bell	Rig	Single; right angle; high ground; carelessness, rural.
15060	26782-23	Aug. 23	3 05 p.	C.N.R.	West pub. crossing, Charlesburg, Que.	1	Bell	Auto.	Single; skew; trees; carelessness; rural.
15062	27218-17	Sept. 12	12 40 p.	C.N.R.	Crossing east of East Mines Stn., N.S.	1	Unp.	Auto.	Single; skew; buildings; carelessness; rural.
15071	26727-141	Sept. 3	4 33 p.	C.P.R.	Crossing, mile 23-1, Corwin, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; trees; rural.
15075	27218-19	Aug. 10	12 00 m.	C.N.R.	Fletcher's crossing, Wellington, N.S.	2	Unp.	Auto.	Single; right angle; high ground; carelessness; rural.
15078	28823	Aug. 24	2 15 k.	C.P.R.	Marion St. crossing, St. Boniface, Man.	1	Unp.	Auto.	Double; right angle; sidings; carelessness; urban.
15080	26711-803	Sept. 5	7 45 p.	C.N.R.	Crossing south of Pinkerton Stn., Ont.	3	Unp.	Auto.	Single; right angle; buildings; carelessness; rural.
15102	28116-3-1	Sept. 2	12 55 a.	W.E. & L.S.	1,000 feet south of station, Cottam, Ont.	2	Unp.	Auto.	Single; skew; carelessness; rural.
15106	364	Sept. 6	8 02 p.	C.P.R.	Queen St. crossing, Lindsay, Ont.	1	Unp.	Auto.	Single; right angle; buildings; carelessness; urban.
15107	30434-1	Sept. 4	10 13 p.	L. & P.S.	Wellington St., London, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; urban.
15108	9437-851	Sept. 3	6 46 p.	C.N.R.	First crossing north, Thornton, Ont.	1	Unp.	Truck	Single; right angle; trees; carelessness; rural.
15127	13975-12	Sept. 3	10 35 k.	C.N.R.	Crossing 8 poles west, M.P. 21, Spring Valley, Sask.	1	Unp.	Buggy	Single; right angle; high ground; carelessness; rural.
15130	26711-104	Aug. 28	2 25 p.	C.N.R.	Crossing 1½ miles west Onondaga, Ont.	1	Unp.	Auto.	Single; skew; carelessness; rural.
15134	9437-323	Sept. 18	8 28 a.	C.P.R.	Pub. crossing, Valois, Que.	1	Unp.	Truck	Double; right angle; building; carelessness; urban.
15139	26765-29	Sept. 17	6 00 p.	C.N.R.	Crossing west of station, Tillsonburg, Ont.	3	Bell	Auto.	Single; right angle; trees; carelessness; rural.
15155	27218-20	Sept. 10	10 00 a.	C.N.R.	Crossing, mile 99, Sydney River, N.S.	3	Bell	Auto.	Single; right angle; trees; carelessness; rural.
15173	9437-977	Sept. 21	7 45 p.	C.P.R.	Crossing west end yard, Havelock, Ont.	1	Bell	Auto.	Single; right angle; carelessness; urban.
15175	26711-106	Sept. 23	9 43 a.	C.N.R.	Donald St., Peterboro, Ont.	1	Unp.	Auto.	Single; right angle; buildings; carelessness; urban.
15181	27073-1	Aug. 7	17 45 k.	C.P.R.	Goldstream crossing, Vernon, B.C.	1	Unp.	Auto.	Single; right angle; sidings; carelessness; urban.
15187	27148-3	Sept. 24	11 50 a.	M. & S.C.	Springfield crossing, Greenfield Park, Que.	1	Unp.	Rig	Double; right angle; trees; carelessness; urban.
15185	26782-45	Sept. 5	4 13 p.	C.N.R.	Lindsay St. crossing, Drummondville, Que.	2	Unp.	Truck	Single; right angle; carelessness; buildings; urban.
15196	9437-1325	Sept. 26	4 33 p.	C.N.R.	Blackhorse crossing, Allanburg, Ont.	1	Bell	Auto.	Single; right angle; high ground; carelessness; rural.
15213	26727-142	Oct. 9	8 32 a.	C.P.R.	Crossing just east of Turbine Stn., Ont.	3	Unp.	Auto.	Single; right angle; high ground; buildings; rural.
15218	19267	Oct. 7	9 45 p.	C.N.R.	Rectory St., London, Ont.	1	Gates	Ped.	Double; right angle; urban; carelessness; urban.
15220	2487	Oct. 17	7 10 p.	C.N.R.	Charlevoix St., Pointe St. Charles, Que.	1	Gates	Ped.	Double; right angle; carelessness; urban.
15234	26786-19	Sept. 16	2 10 k.	C.N.R.	Crossing, 16 p.w., mile 8-20, St. Paul, Alta.	1	Unp.	Team	Single; right angle; carelessness; rural.
15238	26765-22	Oct. 17	6 17 p.	C.N.R.	Spadina Ave. crossing, Toronto, Ont.	1	Unp.	Lorry	Double; right angle; carelessness; urban.
15239	26711-107	Sept. 26	1 00 a.	C.N.R.	Young St. crossing, Hamilton, Ont.	1	Unp.	Auto.	Double; right angle; carelessness; urban.
15251	9437-110	Oct. 25	3 35 p.	C.P.R.	Merry St. crossing, Magog, Que.	2	Bell	Auto.	Single; right angle; high ground; carelessness; urban.
15255	27156-82	Sept. 22	3 53 p.	C.P.R.	Crossing, mile 49-2, Degersheim, Que.	1	Unp.	Ped.	Single; right angle; siding; carelessness; urban.
15257	2729-20	Oct. 15	8 00 a.	P.M.R.	First crossing, west, Paradise Grove, Ont.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
15263	27364-25	Oct. 11	10 30 k.	C.N.R.	Fifth crossing east, Kinnear, Man.	1	Unp.	Auto.	Single; skew; carelessness; rural.
15269	33229-7	Oct. 8	10 40 p.	C.N.R.	Crossing, Queen and Brunswick Sts., Fredericton, N.B.	1	Unp.	Auto.	Single; right angle; carelessness; rural.
15272	27156-24	Oct. 1	5 30 p.	C.P.R.	Crossing, mileage 10-2, Laval Rapids, Que.	1	Unp.	Auto.	Single; right angle; carelessness; urban.
15274	27811-29	Oct. 8	9 35 k.	C.N.R.	Second crossing, north, Mintoport, Alta.	4	Unp.	Auto.	Double; right angle; carelessness; rural.
15277	9437-646	Oct. 1	7 50 a.	C.N.R.	Versailles St., Montreal	1	Gates	Ped.	Double; right angle; carelessness; urban.

15401	20765-48	Nov. 30	2.44 p.	L.F. & N.	Bruce St. crossing, Galt, Ont.	1	Watchman	Auto.	Single; right angle; carelessness; urban.
15522	9437-316	Dec. 11	12.46 k.	C.P.R.	First crossing, north, Markdale, Ont.	1	Bell	Auto.	Single; right angle; building; carelessness; rural.
15524	26744-35	Dec. 3	9.20 a.	C.N.R.	First crossing, west station, Sifton, Man.	1	Unp.	Wagon	Single; right angle; carelessness; siding; rural.
15545	26782-53	Dec. 13	7.02 p.	C.N.R.	Crossing west of St. Apollinaire stn., Que.	2	Unp.	Rig	Single; right angle; buildings; carelessness; urban.
15550	9437-178-1	Dec. 11		C.N.R.	Slave Bank Rd. crossing, Fort Credit, Ont.	1	Bell	Auto.	Double; right angle; carelessness; rural.

Explanation of abbreviations:—

Unprotected	Unp.
Pedestrian	Pedes.
Single track	Single
Double track	Double
Right angle crossing	R.a.
Carelessness	Careless;
Sidings	Silgs.
High ground	H.g.
Bill boards	BB.

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during the year ending December 31, 1924.

Inv. File	Date	Railway	Place	Remarks	Killed	Injured
13998	Dec. 5	C.N.R.	Rainy River, Sprague Sub., Ont.	While out on running board, slipped.		1
13999	Dec. 7	C.N.R.	St. Thomas, Ont.	Out on running board.		1
14002	Nov. 27	C.N.R.	Humboldt, Langham Sub., Sask	Stock yard gate flow open.		1
14024	Nov. 14	C.N.R.	Blanchard, Ont.	Jumped from engine.	1	
14038	Dec. 20	C.N.R.	Claudeboye, Ont.	Shaking grates.		1
14036	Dec. 2	C.N.R.	North Sydney, N.S.	Coming down off tender, slipped.		1
14062	Dec. 14	C.N.R.	Peterboro, Ont.	Removing broken cylinder cock.		1
14063	Dec. 18	C.P.R.	Carleton Place, Ont.	Fell from cab.		1
14071	Dec. 5	C.N.R.	Arikokan, Fort Frances Sub., Ont.	Reversing engine.		1
14112	Dec. 26	C.P.R.	Calgary Terminals, Alta.	Water glass broke.		1
14145	Jan. 24	C.N.R.	Sudbury Yard, Ont.	Turning around, struck by projecting lubricator.		1
14152	Jan. 1	C.N.R.	Letellier, Man.	Foot caught between lever and boiler head.		1
14172	Jan. 21	C.N.R.	Minico, Ont.	Top check on inspirator closed.		1
17174	Jan. 25	C.P.R.	London, Quebec St. Yard, Ont.	Fell from tender of engine.		1
14177	Dec. 15	C.P.R.	Montreal, Que.	Fell from running board.		1
14179	Jan. 22	C.N.R.	Hamilton, Ont.	Water glass broke.		1
14180	Jan. 12	C.N.R.	West Toronto Yard, Ont.	Opening front end of engine.		1
14204	Feb. 3	C.P.R.	Dalhousie Mills, Que.	Coupling onto cars.		1
14215	Jan. 23	C.N.R.	Stratford, Ont.	Drip cock blew out of lubricator.		1
14216	Jan. 31	M.C.R.	Bridgeburg, Ont.			1

No. 10.—STATEMENT showing accidents to employees while working on or under engines, investigated during the year ending December 31, 1924.—*Concluded.*

Inv. File	Date	Railway	Place	Remarks	Killed	Injured
14246	Dec. 26	C.P.R.	Kamloops, B.C.	Engine struck loaded cars.		1
14257	Jan. 16	C.N.R.	Hamilton, Ont.	Shaker bar slipped off slank.		1
14266	Jan. 19	C.N.R.	Edson, M.P. 1-3, Alta.	Spout fell on buck.		1
14304	Feb. 11	C.N.R.	Point St. Charles, Que.	Opening firebox door.		1
14305	Jan. 31	C.N.R.	Cochrane Yard, Ont.	Made rough coupling.		1
14320	Jan. 24	C.N.R.	Rosendale, Man.	Jumped from engine.		1
14346	Mar. 1	C.N.R.	Troon, Brazeau Sub., Alta.	Pumping engine to find box pound.		1
14363	Mar. 5	C.P.R.	Cochrane, Laggan Sub., Alta.	Returning from oiling bell ringer, slipped.		1
14382	Mar. 7	C.N.R.	Nutana, Sask.	Slipped from gangway.		1
14407	Mar. 8	C.N.R.	Drumheller, Alta.	Slipped and fell, striking knee against engine.		1
14453	April 4	C.N.R.	Makaroff, Togo Sub., Man.	Stud blew out of boiler.		1
14454	Mar. 30	C.N.R.	Elma, M.P. 70, Man.	Steam gauge jet blew out.		1
14456	April 3	C.N.R.	Maryfield, Sask.	Getting out of rear window of cab.		1
14457	Mar. 10	C.N.R.	Port Frances Shop track, Ont.	Getting down from engine, slipped.		1
14481	Mar. 28	C.N.R.	Waubaushene, old main line, Ont.	Assisting out to rerail engine.		1
14483	April 4	C.P.R.	Hyde Park, Ont.	Getting out to put on injector.	1	
14501	Mar. 20	C.N.R.	Albertine, N.B.	Shaker bar slipped.		1
14506	April 4	C.P.R.	Winnipeg Terminals, Man.	Walking along running board.		1
14520	April 23	C.N.R.	Edgington, M.P. 362, Ont.	Bolt came out of driving brake.		1
14538	April 28	C.P.R.	Oshawa, Ont.	Struck top of head against door.		1
14569	Feb. 29	K.V.R.	Penticton, B.C.	Leaning out of gangway of cab of engine.		1
14614	May 9	C.N.R.	Medicine Hat, Alta.	While shaking grates.		1
14651	May 28	C.N.R.	Near St. Agathe, Letellier Sub.	Squirt flew up hot water.		1
14652	June 9	C.P.R.	Shawano Station, 1 mile north, Ont.	Engine parted from tender.		1
14654	May 10	C.P.R.	Saskatoon Yard, Sask.	Taking water, slipped.		1
14666	April 1	C.N.R.	Regina, Sask.	Handling coal.	1	
14706	May 27	C.N.R.	Tranquille, M.P. 10, B.C.	Steam heat connection blew off.		1
14782	June 23	C.P.R.	Laggan Sub., Mileage 109, Alta.	Squirt hose on engine burst.		1
14801	June 6	C.N.R.	Glen Robertson, Ont.	Repairing bell rope.		1
14804	July 2	C.N.R.	Muskoka Jet., Ont.	Water glass exploded.		1
14811	July 6	C.N.R.	Parkdale, Ont.	Trying to climb over drawbar.		1
14820	July 12	C.N.R.	Dorchester, Ont.	Roof of car projecting.		1
14838	June 26	C.N.R.	Bloom, Harte Sub., Man.	Making repairs to engine.		1
14846	June 27	C.N.R.	London, Yard, east, Ont.	Climbing over tender.		1
14854	May 25	C.N.R.	Capreol Yard, Ont.	Shaking grates.		1
14890	June 22	C.N.R.	Washago, Ont.	Squirt hose worked open.		1
14897	July 29	C.N.R.	Pufferlaw, Mileage 55, Ont.	Got cinder in eye.		1
14898	July 10	C.N.R.	Amex, Ont.	Shaking grate.		1
14902	July 3	C.P.R.	Ignace Sub., Mileage 75-3, Ont.	Lifting dipper of dirt, shovel turned.		1
14905	July 12	C.P.R.	Kamministiquia Sub., M.P. 141-8, Ont.	Hose pulled off nipple.		1
				Sprinkler hose valve flew open.		1

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15018	Aug. 19	C.N.R.	Rivers, Man.	Engine trucks became derailed.	1
15026	May	C.N.R.	Pinewood, Ont.	Engine back-fired.	1
15053	July 7	C.N.R.	Millidge, Quibell Sub., Ont.	Shaking grates.	1
14325	Feb. 7	C.N.R.	Baker Brook, N.B.	Injector broke.	1
15089	Aug. 29	C.P.R.	Peterboro, Ont.	Lifting spout out of manhole.	1
15096	Aug. 16	C.P.R.	Sicamous, B.C.	Shaker-bar slipped.	1
15116	Aug. 19	C.P.R.	Kamloops, B.C.	Caught foot in apron between engine and tender.	1
15117	Sept. 2	C.N.R.	Hamilton, Ont.	Placing flags.	1
15157	Aug. 14	C.N.R.	Napadogan, N.B.	Getting off engine, slipped.	1
15161	Sept. 10	Q.M. & S.	St. Antoine, Que.	Dry-cock on engine blew off.	1
15163	Sept. 6	C.N.R.	Turcot Yard, Que.	Struck head on coal gate.	1
15172	Aug. 22	C.N.R.	Kingston Jct., Ont.	Attempted to climb on side of cab.	1
15176	Aug. 2	C.N.R.	Hornepayne, Ont.	Greasing engine.	1
15189	Sept. 4	C.N.R.	Aberdeen, Sask.	Shaking grates.	1
15190	Sept. 13	C.N.R.	Farlane, Ont.	Squirt hose fell on cinders.	1
15202	July 11	C.P.R.	Lake Louise, Alta.	Water glass exploded.	1
15205	Aug. 5	C.N.R.	Edmonton, Alta.	Water glass broke.	1
15208	Sept. 17	C.P.R.	Rennie, Man.	Squirt hose parted.	1
15286	Oct. 1	C.N.R.	Omamee Jct., Ont.	Rocker arm pin broke.	1
15289	Oct. 11	C.N.R.	North Parry, Ont.	Reversing engine.	1
15299	Oct. 23	C.P.R.	Havelock, Ont.	Getting off engine.	1
15303	Oct. 4	C.P.R.	Winnipeg, Man.	Getting on top of tender.	1
15318	Oct. 17	C.P.R.	Langenburg, Sask.	Engine gave sudden lurch.	1
15346	Nov. 11	A.C. & H.B.	Hawk Jct., Ont.	Examining water glass.	1
15357	Oct. 25	C.P.R.	Trenton, Ont.	Standing corner of apron.	1
15398	Nov. 21	C.N.R.	Toronto, Ont.	Jumped through cab window.	1
15415	Nov. 1	C.N.R.	Viking, Alta.	Trying to trip ashpan.	1
15418	Nov. 15	C.N.R.	Belle River, Ont.	Driver arm broke.	1
15454	Nov. 22	C.N.R.	Causapscal, Que.	Putting gauge glass in engine.	1
15464	Oct. 20	C.N.R.	Hanna, Alta.	Connections stripped off steam-pipe.	1
15485	Nov. 26	C.P.R.	Alyth, Calgary, Alta.	Getting off moving engine.	1
15506	Oct. 14	C.N.R.	Dott, Man.	Slipped when getting off tank.	1
15507	Oct. 10	C.N.R.	Superior Jct., Ont.	Hand caught on piece of tin.	1
15516	Oct. 1	C.N.R.	Loggieville, N.B.	Getting off engine, fell.	1
15536	Nov. 18	C.N.R.	Sydenham, Ont.	Stepped in manhole of engine.	1
15548	Oct. 20	C.N.R.	Cap aux Oies, Que.	Fell off train in motion.	1
15408	Oct. 11	C.N.R.	McIntosh, Ont.	Dumping ash-pan.	1
					3
					95

No. 11.—STATEMENT Showing the Number of Highway Crossing Accidents with the Total Number of Killed and Injured by Provinces for Year Ending December 31, 1924.

	Nova Scotia			New Brunswick			Quebec			Ontario			Manitoba			Saskatchewan			Alberta			British Columbia			Prince Edward Island			Total		
	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.	Acc.	K.	I.			
Canadian Pacific.....				4	1	3	16	9	34	35	14	49	5	2	3	4	1	4	3	1	3	5	2	5				72	30	101
Canadian National.....	8	4	8	4	3	4	31	15	27	71	23	85	3	1	3	2		2	4		5	1		1			125	43	136	
Michigan Central.....										10	12	5															10	12	5	
Pere Marquette.....										4	2	4															4			
Brantford & Hamilton Electric.....										1		1															1			
Dominion Atlantic.....	1		1																								1			
Maine Central.....																											1			
Hamilton Radial Electric.....							1		1																		1			
Toronto, Hamilton & Buffalo.....										2		2															2			
Montreal & Southern Counties.....							1		1	2	3															1				
Windsor, Essex & Lake Shore.....										4	1	10														4	1		10	
Quebec, Montreal & Southern.....							1		1																		1			
Esquimalt & Nanaimo.....																											3			
London & Port Stanley.....										4		9															4	1		
Quebec Central.....							1		1	2		2														1				
Grand River.....										5	3	7														2	5			
Lake Erie & Northern.....							1		1																		3	7		
New York Central.....																											1			
	9	4	9	8	1	7	52	27	64	140	55	177	8	3	6	6	1	6	7	1	8	9	2	9	1	1	240	94	287	

No. 12.—STATEMENT showing highway crossings at which protection provided, the nature of protection, during period of twelve months ending December 31, 1924.

File Number	Order Number	Location of Crossing	Railway	Nature of Protection
27365-18	33985	26th Street, Brandon, Man.	C.P.R.	Remove obstructions: widen crossing; place advance warning signs; grade approaches.
9437-748	34656	Victoria Street, Twp. Stanford, Ont.	C.N.R.	Waste material removed.
26711-59	34660	Waterloo Rd. 3 mi. S. of Guelph, Ont.	C.N.R.	Knolls and trees removed.
9355-66	34662	Kipp Street, Nobleford, Alta.	C.P.R.	Signs erected. (Advance warning).
27156-72	34684	Main Street, Buckingham, Que.	C.P.R.	Switching movements to be flagged over crossing.
26765-25	34685	2nd Crossing east of Casselman, Ont.	C.N.R.	Cars to be kept back; when weather permits switch to be moved 20 feet east of Xing.
15725	34693	Horne Avenue, Mission, B.C.	C.P.R.	Brush removed; 10 miles an hour speed limitation maintained.
26744-34		1st crossing west of Beach Jet., Man.	C.N.R.	Approaches graded and brought up to standard.
10821-36-1	34736	Crossing at Alix South Junction, Alta.	C.N.R.	Scrub cut down.
27156-71	34747	Crossing Mil. 52-2, Trois Rivières Sd., Que.	C.P.R.	Cars to be kept back 200 feet; if siding not long enough to permit member of crew to act as watchman.
11738-152		Crossing M.O. 65, Princeton Sd., C.P.R.	C.P.R.	Speed limitation 6 miles per hour over this and other crossings between South Penticton and Penticton Station.
33075	34770	Main Street, Cookshire, Que.	C.P.R. and Me. C.	Bell and wig-wag installed for main line movements; train movements over crossings on the sidings to be flagged.
26765-264	34784	1st crossing east of Wales, Ont.	C.N.R.	Bell and wig-wag installed.
26765-263	34800	London Rd. 2½ mi. E. of Sarnia, Ont.	C.N.R.	Trees cut down.
9437-1059	34801	Cherry Street, Toronto, Ont.	C.P.R.	10 miles an hour speed limitation maintained between 7 p.m. and 7 a.m.
26283	34808	Clarence Ave., R. Mun. of Fort Garry, Man.	C.N.R.	Brush cut down.
26782-31	34833	1st public crossing east of Glenada, Que.	C.N.R.	Crossing sign, whistle boards and advance warning signs erected.
9437-1234	34838	Rebecca Street, Hamilton, Ont.	C.N.R.	6 miles per hour speed limitation maintained.
27218-11		Wilson's crossing, M.P. 7, Thorburn Sd., N.S.	C.N.R.	Crossing sign and whistle posts installed.
22032-1	34855	Main Street, Hamilton, Ont.	T.H. & B. & H. S.R.	Watchmen between 6 a.m. and 12 midnight daily to operate interlocking plant and take care of street traffic.
26765-257	34757	Kerr Street, Oakville, Ont.	C.N.R.	Ridge of earth removed, trees and small bushes cut down.
26727-128	34865	Crossing just east of Fordwich Stn., Ont.	C.P.R.	Tool house and pine trees removed; trees on each side of roadway trimmed.
9437-84	34874	(Crossing one mile west of Georgetown, Ont.	C.N.R.	Trees cut down.
9437-1262		Crossings Comox Rd. to Creamery Rd., inclusive, Nanaimo, B.C.	E. & N.R.	10 miles an hour speed limitation maintained on all crossings.
33229		Andrew Street, Campbellton, N.B.	C.N.R.	Bell moved to more suitable place near crossing. Cars to be kept back.

No. 12.—STATEMENT showing highway crossings at which protection provided, the nature of protection, during period of twelve months ending December 31, 1924.—*Concluded.*

File Number	Order Number	Location of Crossing	Railway	Nature of Protection
9437-804	34943	Burford Rd., west of Brantford, Ont.	C.N.R. & T. H. & B.	Obstructions removed.
26711-60	34953	Pub. Xng. bet. Con. 6 and 7 Twp. Georgina, Ont.	C.N.R.	Trees cut down.
15156	34964	1st crossing east of Colborne, Ont.	C.N.R.	Trees removed. Cars kept back 400 feet from road allowance.
26782-28		Jackman Rd., Carriere Jct., Que.	C.N.R.	Advance warning signs erected.
27652-22		1st crossing north of Stottsville, Que.	C.N.R.	Slow order maintained.
26782-36	35025	Xng. 6 poles E. of M.P. 68 Murray Bay Sd., Que.	C.N.R.	Crossing sign erected.
31671	35056	Parent Road, Ford, Ont.	C.N.R.	Cars on siding kept back 200 feet from street line both east and west.
26744-33	35068	Xng. S. of S. switch at Manlius, Man.	C.N.R.	Trees removed.
26711-66	35080	1st crossing $\frac{1}{2}$ mile N. of Palgrave, Ont.	C.N.R.	Embankment cut down.
26711-82		Anglin's Crossing (private) Kingston, Ont.	C.P.R.	Slow order 10 miles an hour maintained.
26782-37		St. Francois Street, La Tuque, Que.	C.N.R.	Speed limitation 10 miles an hour maintained.
26782-32	35131	1st crossing E. of St. Paulin, Que.	C.N.R.	Warning signs erected.
9437-211	35154	Base Line Crossing $\frac{1}{2}$ mile E. of Whitby Jct., Ont.	C.N.R.	Cars on siding must be 600 feet clear; train standing on north passing track must be protected by temporary flagman.
14696	35176	Cannon Street East, Hamilton, Ont.	T.H. & B.	Watchman from 9 a.m. to 8 p.m. daily, except Sunday.
29595	35177	King Street, Hamilton, Ont.	T.H. & B.	Watchman from 9 a.m. to 8 p.m. daily, except Sunday.
9437-1011	35181	Emerson Street, Twp., Ancaster, Ont.	T.H. & B.	Bell and wig-wag installed.
26727-130	35211	Crossing mi. 62-9, Glenaman Stn., Ont.	C.P.R.	Snow fences and trees taken down and removed.
9437-283	35222	Wellington Street, Chatham, Ont.	C.P.R.	Planking repaired and board fence replaced by wire fence.
26765-65	35225	Xng. inn. west of Stn. at Dorchester, Ont.	C.N.R.	Bell and wig-wag installed.
26765-49	35252	Hespeler Rd., 2 miles N. of Galt, Ont.	C.N.R.	Embankment and board fence removed.
26765-85	35281	Ottawa Street, Hamilton, Ont.	H.R.E.	10 miles an hour speed limitation maintained.
36213-5	35283	Crossing east of Matzqui Stn., B.C.	C.N.R.	Approaches graded up to standard; warning signs erected.
33228-2	35292	Sunny Brae Crossing, Sunny Brae, N.B.	C.N.R.	Wig-wag added to bell; whistle post installed.
27073-21	35294	1st crossing W. of Deroche, B.C.	C.P.R.	Cars kept back 75 feet from highway.
26711-88	35307	Zorra Street, Beachville, Ont.	C.N.R.	Wig-wag added to present bell.
32463	35308	(Bloor Street, Toronto, Ont.)	C.N.R. & C.P.R.	Subway.
9437-364	35310	Royce Avenue, Toronto, Ont.	C.P.R.	Subway.
13019	35315	Crossing on N. Rge. of St. Ephrem d'Upton, Que.	C.N.R.	Approaches improved.
27073-13	35330	Queen Street, Brampton, Ont.	C.N.R.	Wig-wag added to bell already installed.
26711-84	35333	Rosehill Ave., mi. 78-4 Victoria Sd., B.C.	E. & N.R.	Scrub cleared away.
23195	35340-35180	Stanley Street, St. Davids, Ont.	C.N.R.	Part of fence and embankment removed.
27218-13		Broadway Avenue, Twp. of Ancaster, Ont.	T.H. & B.	Bell installed.
26782-41	35347	Perry Street, Sydney, N.S.	C.N.R.	Crossing signs erected.
26711-70	35376	Crossing just S. of St. Martins Jct., Que.	C.N.R.	Cars kept back clear of street line.
		Montreuil Rd., Ford, Ont.	C.N.R.	Gates to be operated by day and night watchmen.

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20842-39	35377	1st crossing west of Waterford, Ont.....	M.C.R.....	Embankment, shrubbery and bushes cut down.
27457-37	35378	Crossing M.P. 260 Togo Subdivision, Man.....	C.N.R.....	Approaches brought up to standard.
10298-1	35379	Crossing M.P. 92-4, Wetaskiwin Sd., Alta.....	C.P.R.....	Approaches brought up to standard.
2439	35380	Crossing M.P. 44-96, Bala Sd., Ont.....	C.N.R.....	Brush and trees cut down.
9437-323	35381	Crossing just E. of Valois Stn., Que.....	C.N.R.....	10 miles an hour speed limitation maintained on east-bound movements.
28780-7	35445	Crossing west of Cereal Stn., Alta.....	C.N.R.....	Flagging by one of crew.
8463	35450	Crossing just E. of Aberdeen, Sask.....	C.N.R.....	Standard crossing sign erected.
26727-132	35458	Crossing Mil. 5-5, St. Thomas Sd., Ont.....	C.P.R.....	Trees trimmed and cut down.
33313	35459	Victoria Street, New Glasgow, N.S.....	C.N.R.....	Crossing sign erected.
33314	35460	Forbes Street, New Glasgow, N.S.....	C.N.R.....	Crossing sign erected.
18034-87	35484	Mt. Pleasant Rd., just S. of Brantford, Ont.....	C.N.R.....	Advance warning signs erected.
26765-185	35493	Rochester Street, Ottawa, Ont.....	C.N.R.....	Cars not to be placed near crossing; crossing sign moved to other side of main track.
27136-73	35539	Xng 1 mile N. of Canrobert Stn., Que.....	C.P.R.....	Shrubbery cut down.
27318-5	35542	Townsend Street, Simeoe, Ont.....	L.E. & N.....	Portion of embankment cut down and shelter removed from east to west side.
26807-32	35543	1st crossing W. of Limerick, Sask.....	C.P.R.....	Crossing sign repaired.
26727-137	35544	Parkdale Avenue, Ottawa Terminals, Ont.....	C.P.R.....	Crossing sign board removed to new location.
618-27-1	35594	Xng Mil. 106-4, Lacombe Sd., Alta.....	C.P.R.....	Snow fences moved out.
26711-96	35601	3rd crossing W. of Burlington, Ont.....	C.N.R.....	Approaches graded and brought up to standard.
27073-22	35602	Xng mi. 37-2, Port Alberni Sd., B.C.....	E. & N.R.....	10 miles an hour speed limitation maintained.
27929-18	35603	Grand Avenue, Chatham, Ont.....	P.M.R.....	Cars to be kept clear of street line and clear of crossing switch north of crossing.
28116-3-1	35604	Xng 1,000 feet S. of Cottam, Ont.....	W.E. & L.S.....	Crossing sign erected.
30394	35610	Xng Lot 7, Con. 2, S. of Dundas St. Twp. Toronto.....	C.N.R.....	Approaches to be graded 1 in 20.
26711-101	35619	Crossing just W. of Scarboro, Ont.....	C.N.R.....	Advance warning signs erected; shelter moved to point northwest of highway.
27150-8	35624	Crossing 1/2 miles W. of Hull West, Que.....	C.P.R.....	New Automatic bell and wig-wag installed.
27150-80	35639	Xng about 1/2 mi. E. of Alstonvale, Que.....	C.P.R.....	Trees trimmed; earth removed.
26711-103	35643	Crossing just S. of Pinkerton, Ont.....	C.P.R.....	Shrubbery cut down and trimmed.
26727-139	35644	Crossing just N. of Berkeley, Ont.....	C.P.R.....	Trees cut down and lumber piles removed.
26765-29	35649	Crossing west of Tillsonburg, Sdn., Ont.....	C.N.R.....	Crossing sign erected.
26711-98	35652	1st crossing W. of Waubane Bridge E. of London.....	C.N.R.....	Trees cut; approaches brought up to standard.
33229-5	35683	Xng 1/2 miles E. of Petticoat, N.B.....	C.N.R.....	Cattle guards and whistle posts installed.
26711-93	35701	McLachlan Street, Arnprior, Ont.....	C.N.R.....	10 miles an hour speed limitation maintained.
25136-1	35702	La Cote de la Reserve Xng., Chicoutimi, Que.....	C.N.R.....	Bell and wig-wag signal installed.
26842-12	35786	Xng Lot 294, Talbot Rd. Con. of Twp of Sandwich South, Ont.....	M.C.R.....	Wig-wag added to bell already installed.
27143-3	35818	Xng at Springfield Ave. and Edward Boulevard, Greenfield Park, Quebec, Que.....	M. & S.C.....	Crossing signs erected.
9437-110	35822	Merry Street, Magog, Que.....	C.P.R.....	Wig-wag signal added to bell already installed.
9437-977	35823	Concession Street, Havlock, Ont.....	C.P.R.....	Illuminated sign added to bell already installed.
26727-70	35824	Xng Lot 3, Con. 7, Twp Nassagaweya, Ont.....	T.S.R.....	Electric transformer and pole moved to another location. High bank removed.
27928-19	35825	Marion Street, St. Boniface, Man.....	C.P.R.....	Brush cleared away.
22658	35826	Park Avenue, Chatham, Ont.....	P.M.R.....	Advertising sign boards relocated. Trees trimmed.
26711-95	35827	Xng Mil. 28-03, Webbwood Sd., Ont.....	C.P.R.....	Slow order maintained.
9437-1083	35828	1st public crossing E. of Markham, Ont.....	C.N.R.....	10 miles an hour speed limitation maintained.
3878-287	35893	Brook Rd. just E. of Puslinch, Ont.....	C.P.R.....	Advance warning signs erected.
		Front Street, Trenton, Ont.....	C.N.R.....	Bell and wig-wag signal installed in lieu of watchmen and gates.

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No. 13.—STATEMENT showing the number of highway crossings at which protection has been ordered, and the nature of protection set out by provinces, for twelve months ending December 31, 1924.

	Nova Scotia	New Brunswick	Quebec	Ontario	Manitoba	Saskatchewan	Alberta	British Columbia	Total
Removal of view obstructions (trees, banks, buildings, etc.).....			2	23	4		2	2	33
Widen crossing.....					1				1
Advance warning signs erected.....			3	3	1		1	1	9
Approaches graded.....			1	3	3		1	1	9
Highway crossing sign erected.....	3	1	3	2		1			10
Switching movements to be flagged.....			3	1			1		5
Switch to be moved farther back from crossing.....				1					1
Speed limitation maintained.....			3	7				4	14
Cars to be kept back required distance.....		1	2	5				1	9
Automatic bell and wig-wag.....			3	3					6
Whistle posts erected.....		3	1						4
Watchman between certain hours.....				3					3
Bell moved to more suitable location.....		1							1
Planking repaired and board fence replaced by wire fence.....				1					1
Wig-wag added to bell already installed.....		1	1	3					5
Subway.....				2					2
Automatic bell.....				1					1
Gates to be operated day and night.....				1					1
Highway crossing sign moved.....				2					2
Highway crossing sign repaired.....						1			1
Cattle guards installed.....		1							1
Illuminated sign added to bell already installed.....				1					1
Electric transformer and pole moved to new location.....				1					1
Advertising sign moved.....				1					1
Bell and wig-wag installed in lieu of watchman and gates.....				1					1
	3	8	22	65	9	2	5	9	123

No. 14.—STATEMENT showing number of persons killed and injured at public highway crossings, separately, for twelve months ending December 31, 1920; twelve months ending December 31, 1921; twelve months ending December 31, 1922; twelve months ending December 31, 1923, and twelve months ending December 31, 1924.

Year	Gates		Bell		Watchman		Unprotected		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Twelve months ending Dec. 31, 1920..	6	14	6	29	4	8	52	164	68	215
Twelve months ending Dec. 31, 1921..	5	13	14	27	1	8	50	166	70	214
Twelve months ending Dec. 31, 1922..	2	10	5	16	1	9	58	202	66	237
Twelve months ending Dec. 31, 1923..	2	20	13	43	1	8	48	255	64	326
Twelve months ending Dec. 31, 1924..	11	15	10	47	5	73	220	94	287
	26	72	48	162	7	38	281	1,007	362	1,279

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No. 15.—STATEMENT showing number of highway crossing accidents, the nature of same, for each and every year, separately for twelve months ending December 31, 1920, 1921, 1922, 1923, and 1924.

	Gates						Watchman						Bell						Unprotected						Total					
	1920	1921	1922	1923	1924	Total	1920	1921	1922	1923	1924	Total	1920	1921	1922	1923	1924	Total	1920	1921	1922	1923	1924	Total	1920	1921	1922	1923	1924	Total
Automobile.....	4	3	2	6	2	17	2	4	2	5	3	16	17	15	10	21	30	93	93	92	95	125	133	538	116	114	109	157	168	664
Horse and rig.....	2	2	.....	3	1	8	2	1	2	1	1	7	7	6	6	7	4	30	33	32	38	38	31	172	44	41	46	49	37	217
Pedestrian.....	13	10	7	11	21	62	3	.....	3	.....	1	7	3	4	1	6	4	18	12	20	17	18	15	83	31	34	28	35	42	170
	19	15	9	20	24	87	7	5	7	6	5	30	27	25	17	34	38	141	138	144	150	181	180	793	191	189	183	241	247	1,051

The total of 1,051 accidents covers 352 persons killed and 1,279 persons injured, as referred to in preceding statement.

No. 16.—STATEMENT showing the number of trespassers killed and injured by provinces and railways for year ending December 31, 1924.

—	Nova Scotia		New Brunswick		Quebec		Ontario		Manitoba		Saskatchewan		Alberta		British Columbia		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Canadian National.....	4	7	2	.....	8	17	22	29	4	4	.....	2	2	1	2	43	62
Canadian Pacific.....	1	.....	3	5	13	8	1	8	4	2	4	8	5	31	41	
Toronto, Hamilton and Buffalo.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Pere Marquette.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Michigan Central.....	1	2	.....	.....	.....	.....	.....	.....	.....	1	2	
British Columbia Electric.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	.....
Essex Terminal.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Grand River.....	1	1	.....	.....	.....	.....	.....	.....	1	1	1	
Quebec Central.....	2	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	1	
Edmonton, Dunvegan & British Columbia.....	1	
Algoma Central and Hudson Bay.....	1	1	1	
Kettle Valley.....	1	1	
Great Northern.....	1	
	4	7	3	1	13	22	40	41	5	12	4	4	6	10	9	12	84	109

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No. 17.—STATEMENT showing the number of persons killed and injured on the various railways under the jurisdiction of the Board from April 1, 1916, to March 31, 1919, nine months ending December 31, 1919, and for years ending December 31, 1920, 1921, 1922, 1923 and 1924.

Year	Passengers		Employees		Others		Total	
	K.	I.	K.	I.	K.	I.	K.	I.
1916.....	17	140	120	788	200	197	337	1,125
1917.....	16	280	155	1,174	212	239	383	1,693
1918.....	22	342	137	1,220	174	268	333	1,830
1919.....	28	202	117	1,344	119	267	264	1,813
1919—9 months.....	4	274	91	951	128	277	223	1,502
1920.....	17	379	80	1,570	157	381	254	2,330
1921.....	4	240	91	1,344	148	344	243	1,928
1922.....	5	376	83	2,084	155	396	243	2,856
1923.....	15	558	122	2,542	158	497	295	3,597
1924.....	17	385	107	2,398	194	471	318	3,254
	145	3,176	1,103	15,415	1,645	3,337	2,893	21,928

No. 18.—STATEMENT showing the number of persons killed and injured in the more prominent accidents on the various railways under the jurisdiction of the Board shown separately for years ending December 31, 1920, 1921, 1922, 1923 and 1924.

	1920		1921		1922		1923		1924		Total	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
Derailment.....	11	316	12	159	10	215	10	381	13	203	56	1,274
Collision head-on.....		66	2	33		64	6	48	5	32	13	243
Collision rear-end.....	14	58	2	28	3	30	6	87	1	35	26	238
Collision in yard.....	2	45	1	43	1	57	5	48	2	68	11	261
Collision with cars, open switch.....		21	2	6		6		7		1	2	41
Collision with cars standing foul.....		4		16		5	1	2		2	1	29
Collision at level (diamond) crossing.....		4		7		13	2	20		1	2	45
Highway crossing protected.....	16	51	20	48	8	35	16	71	21	67	81	272
Highway crossing unprotected.....	52	164	50	166	58	202	48	255	73	220	281	1,007
Adjusting couplers, coupling, etc.....	6	101		69	5	79	7	107	3	94	21	450
Trespassing.....	73	120	64	91	71	90	76	98	84	109	368	508
Hand car, motor, struck by train.....	6	44	9	59	10	38	5	38	6	27	36	206
Struck by switch stand, etc.....		43	1	31		42	1	32		26	2	174
Crushed between cars and buildings.....		16	2	8	2	16		14		15	4	69
Falling off passenger tr.....	3	24	3	18	1	13	5	16	5	22	17	93
Falling off top of car....	3	33	3	16	2	53	2	84	8	40	18	226
Falling between cars.....	3	2	2	7	3	11	2	11	5	6	15	37
Jumping off train in motion.....	4	62	3	64	8	117	7	90	4	100	26	433
Attempt to board train in motion.....		57	3	38	1	62	5	63	3	65	12	285
Run down by engine or car.....	26	76	18	57	26	62	42	79	30	59	142	333
Explosion of locomotive boiler.....						7	2	4		12	2	23
	219	1,307	197	964	209	1,217	248	1,555	263	1,204	1,136	6,247

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No. 19.—STATEMENT showing number of cars inspected together with defects for twelve months ending December 31, 1924.

Name of Railway	Cars inspected	Cars defective	Per cent defective	Grand total defects	Couplers and parts	Per cent defective	Uncoupling mechanism	Per cent defective	Handholds	Per cent defective
Canadian Pacific.....	46,184	1,459	3.15	1,549	26	1.67	240	15.49	77	4.97
Canadian National.....	52,147	2,940	4.29	2,470	49	1.98	419	16.96	111	4.49
Pere Marquette.....	400	16	4.00	17						
Edmonton, Dunvegan and B. C.....	150	12	8.00	16	2	12.50	2	12.50		
Kettle Valley.....	217	6	2.76	6						
Great Northern.....	517	15	2.90	17			2	11.76		
Toronto, Hamilton and Buffalo.....	300	8	2.66	9						
Esquimaux and Nanaimo.....	150	16	10.66	18			3	16.66	9	50.00
Michigan Central.....	1,750	34	1.94	38			4	11.11		
London and Port Stanley.....	72	9	12.50	12			1	8.33		
Algoma Central and H. B.....	230	9	3.60	17			4	23.52	3	17.64
	102,137	3,824	3.74	4,167	77	1.84	675	16.19	200	4.79

Name of Railway	Air brakes	Per cent defective	Ladders	Per cent defective	Sill steps	Per cent defective	Height of couplers	Per cent defective	Miscellaneous	Per cent defective
Canadian Pacific.....	631	40.73	93	6.00	77	4.97	9	0.58	396	25.56
Canadian National.....	1,191	48.21	40	1.61	150	6.07	23	0.93	487	19.71
Pere Marquette.....	8	47.05							9	52.94
Edmonton, Dunvegan and B. C.....	7	43.75			3	18.75			2	12.50
Kettle Valley.....	1	16.66	2	33.33	1	16.66			2	33.33
Great Northern.....	4	23.52			2	11.76	1	5.88	8	47.05
Toronto, Hamilton and Buffalo.....	3	33.33							6	66.66
Esquimaux and Nanaimo.....	2	11.11			4	22.22				
Michigan Central.....	15	41.66	1	2.77	3	8.33			13	36.11
London and Port Stanley.....	6	50.00							5	41.66
Algoma Central and H. B.....	6	35.29			1	5.88			3	17.64
	1,874	44.97	136	3.26	241	5.78	33	0.79	931	22.34

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No. 20.—STATEMENT showing defective safety appliances on freight cars as reported by the inspectors for twelve months ending December 31, 1924.

COUPLERS AND PARTS

Coupler body broken.....	2
Coupler body worn.....	—
Guard arm short.....	—
Knuckle broken.....	—
Knuckle worn.....	1
Knuckle missing.....	3
Knuckle pin broken.....	6
Knuckle pin worn.....	—
Knuckle pin bent.....	1
Knuckle pin missing.....	6
Lock block broken.....	41
Lock block worn.....	—
Lock block wrong.....	—
Lock block bent.....	—
Lock block inoperative.....	8
Lock block missing.....	6
Lock block key missing.....	2
Lock block trigger missing.....	1
Total.....	77

UNCOUPLING MECHANISM

Uncoupling lever broken.....	24
Uncoupling lever wrong.....	24
Uncoupling lever bent.....	49
Uncoupling lever incorrectly applied.....	108
Uncoupling lever missing.....	11
Uncoupling chain broken.....	382
Uncoupling chain too long.....	9
Uncoupling chain too short.....	5
Uncoupling chain kinked.....	2
Uncoupling chain missing.....	50
End casting broken.....	5
End casting wrong.....	1
End casting bent.....	—
End casting loose.....	2
End casting incorrectly applied.....	1
End casting missing.....	1
Keeper broken.....	1
Keeper wrong.....	—
Keeper bent.....	—
Keeper loose.....	—
Keeper incorrectly applied.....	—
Keeper missing.....	—
Angle clip loose.....	—
Total.....	675

HANDHOLDS

Handhold broken.....	22
Handhold bent.....	123
Handhold loose.....	46
Handhold incorrectly applied.....	5
Handhold missing.....	4
Total.....	200

HEIGHT OF COUPLERS

Coupler too high.....	6
Coupler too low.....	16
Carrier iron loose.....	11
Total.....	33

AIR BRAKES

Triple valve defective.....	5
Triple valve missing.....	—
Reservoir defective.....	—
Reservoir loose.....	—
Cylinder defective.....	2
Cylinder loose.....	4
Cylinder and triple valve not cleaned within twelve months.....	165
Cylinder and triple valve not stencilled with date of cleaning.....	26
Cut-out cock defective.....	24
Release cock defective.....	4
Release cock missing.....	2
Release rod broken.....	30
Release rod missing.....	32
Angle cock defective.....	18
Angle cock missing.....	—
Train pipe broken.....	12
Train pipe loose.....	77
Train pipe bracket missing.....	20
Crossover pipe defective.....	2
Hose defective.....	2
Hose missing.....	10
Hose gasket missing.....	—
Retaining valve defective.....	14
Retaining valve missing.....	1
Retaining pipe defective.....	74
Retaining pipe missing.....	4
Brake rigging defective.....	527
Brake cut out.....	814
Brake cut out; card old.....	4
No brake of any kind.....	—
Pump missing.....	1
Total.....	1,874

LADDERS

Ladder round broken.....	9
Ladder round bent.....	53
Ladder round loose.....	68
Ladder round missing.....	—
Ladder loose.....	6
Ladder incorrectly applied.....	—
Total.....	136

SILL STEPS

Sill step broken.....	7
Sill step bent.....	189
Sill step loose.....	37
Sill step incorrectly applied.....	5
Sill step missing.....	3
Total.....	241

MISCELLANEOUS—Total..... 931

Grand Total..... 4,167

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No. 21-A.—STATEMENT of defects on freight cars shown separately for twelve months ending December 31, 1920, 1921, 1922, 1923 and 1924.

—	Twelve months ending Dec. 31, 1920	1921	1922	1923	1924	Total
Couplers and parts.....	139	89	114	80	77	499
Uncoupling mechanism.....	657	717	703	619	675	3,371
Handholds.....	123	234	205	164	200	926
Air brakes.....	2,318	2,925	2,696	2,007	1,874	11,820
Ladders.....	166	254	112	80	136	748
Sill steps.....	249	290	410	241	241	1,431
Height of couplers.....	21	44	62	57	33	217
Miscellaneous.....	97	330	229	563	931	2,150
	3,770	4,883	4,531	3,811	4,167	21,162

No. 21-B.—STATEMENT of cars inspected and defective shown separately for twelve months ending December 31, 1920, 1921, 1922, 1923 and 1924.

—	Twelve months ending Dec. 31, 1920	1921	1922	1923	1924	Total
Cars inspected.....	66,108	76,789	82,128	77,345	102,137	404,507
Cars defective.....	3,135	4,352	4,057	3,458	3,824	18,826
Percentage defective.....	4.74	5.66	4.94	4.47	3.74	4.65

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APPENDIX "E"

REPORT OF THE CHIEF FIRE INSPECTOR OF THE BOARD FOR THE
YEAR ENDING DECEMBER 31, 1924

ORGANIZATION

During the year, 124 officials and employees of the several Dominion and provincial forest protective organizations have acted as local officers of the Board's Fire Inspection Department, under the co-operative arrangement inaugurated in 1912 and expanded from time to time. Arrangements for such co-operative local inspection were completed with the Government of Nova Scotia, thus completing our organization from coast to coast, with the exception of Prince Edward Island, which is not a forested province.

RAILWAY FIRE PATROLS

Continued improvement is evident in the handling of special fire patrols by railway companies, in accordance with directions issued under General Order No. 362 of the Board. More and more, such special patrols are being handled by selected members of section forces, subject to the conditions prescribed by this office, after consultation with the railways concerned. Where faithfully performed, this constitutes the most effective form of patrol, under most conditions.

RIGHT OF WAY CLEARING

In past years, heavy damage to forest areas has resulted from escape of fires set by section forces to clear right of way. This situation is improving steadily, though there is still room for considerable improvement. The Railway Act requires that rights of way shall be maintained free from dead and dry grass, weeds and other unnecessary combustible matter. The use of fire is essential to the accomplishment of this object. Section forces are being rapidly educated to the need for utmost care in such burning operations. This process of education has come in part from the railway managements, and in part through contact with our local inspectors, one of whose duties it is to regulate the conduct of burning operations through the issuance or withholding of permits to burn, in accordance with weather conditions. In the east, spring burning operations are very largely restricted to dry grass and light debris in piles. Experience shows that late fall is the safest time for the burning of old ties and other heavy debris along railways in Eastern Canada.

Fire Statistics

A grand total of 1,173 fires from all causes were reported as having originated within 300 feet of railway lines in forested territory along railways subject to the jurisdiction of the Board, as follows:—

Province	Number of Fires	Per Cent of Total
British Columbia.....	435	37.09
Prairie Provinces.....	286	24.39
Ontario.....	295	25.15
Quebec.....	51	4.34
New Brunswick.....	72	6.13
Nova Scotia.....	34	2.90
Prince Edward Island.....		
	1,173	100.00

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Of the grand total of fires, 499, or 42.5 per cent, are Class A fires, which burned over less than one-fourth acre each, doing no damage; while 674, or 57.5 per cent, are Class B (larger) fires, which burned over 33,942 acres and destroyed forest growth and forest products valued at \$146,780, and other property valued at \$22,161, a total of \$168,941.

Of the grand total, 963 fires, or 82.30 per cent, were definitely attributed to railway agencies; 97 fires, or 8.30 per cent, to known causes other than railways; and 113, or 9.40 per cent, to unknown causes.

Of the total area of 33,942 acres burned over, 89.73 per cent is chargeable to railway causes, 7.93 per cent to known causes other than railways; and 2.34 per cent to unknown causes.

Of the grand total area of 33,942 acres burned over, 41.90 per cent is classified as lands carrying young forest growth; 17.81 per cent as lands carrying stands of commercial timber; 12.74 per cent as cut-over or previously burned-over lands; and 27.55 per cent as non-forested and grass lands.

Of the total of \$168,941 damage, the railways are definitely charged with 75.86 per cent; 7.03 per cent of the damage is due to known causes other than railways, and 17.11 per cent to unknown causes.

Of the 963 fires which the railways are definitely charged with having caused, 698 or 59.60 per cent of the grand total, are attributed to sparks from locomotives, and 265 fires, or 22.70 per cent of the grand total, to railway employees.

SUMMARY of reports on fires in forest sections originating within 300 feet of track along railway lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, season of 1924.

	Canadian Pacific (Eastern Lines) (a)	Canadian Pacific (Western Lines) (b)	Canadian National (Atlantic Region) (c)	Canadian National (Central Region) (d)	Canadian National (Western Region) (e)	Algonquin and Hudson Bay	Edmonton and British Columbia	Great Northern	Miscellaneous (f)	Totals
A.—RAILWAY FIRES										
1. Number by Causes—										
(a) Locomotives, Class A Fires.....	20	118	48	43	138	12	2	9	3	393
(b) Locomotives, Class B Fires.....	25	120	23	14	101	3	8	3	8	305
(c) Employees, Class A Fires.....	7	4	2	10	13	1	101	1	4	36
(d) Employees, Class B Fires.....	17	13	7	30	56	1	2	9	3	229
(e) Total of Class A Fires.....	27	122	56	53	151	4	109	3	12	429
(f) Total of Class B Fires.....	42	133	30	41	157	16	111	12	15	534
(g) Total of All Railway Fires.....	69	255	80	97	308	16	111	12	15	963
2. Areas burned (Acres)—										
(a) Young forest growth.....	1,134	6,069	60	343	2,664	202	3,021	4	4	13,295
(b) Timber land.....	188	1,168	19	424	1,035	300	2,438	50	50	5,474
(c) Slashing or old burn.....	78	645	42	251	1,701	1	5,461	40	110	3,067
(d) Other classes of land.....	51	1,855	32	58	1,011	1	5,461	40	110	8,619
(e) Total.....	1,451	9,737	153	1,076	6,411	503	10,920	40	164	30,455
3. Value of property destroyed—										
(a) Young forest growth.....	\$ 3,982	\$ 31,373	\$ 307	\$ 143	\$ 6,691	\$ 201	\$ 12,965	\$ 8	\$ 8	\$ 55,469
(b) Standing timber.....	341	41,304	190	441	2,539	201	20,350	32	32	65,366
(c) Forest products.....	611	504	10	60	839	1	3,252	32	15	2,024
(d) Other property.....	50	1,347	70	45	508	1	3,252	32	15	5,319
(e) Total.....	\$ 4,984	\$ 74,528	\$ 577	\$ 689	\$ 10,577	\$ 201	\$ 36,567	\$ 32	\$ 23	\$ 128,178
B.—KNOWN CAUSES OTHER THAN RAILWAY FIRES										
1. Number of Causes—										
(a) Campers and travelers, Class A Fires.....	1	5	1	6	7	7	2	1	1	20
(b) Campers and travelers, Class B Fires.....	5	5	1	3	6	6	2	1	1	22
(c) Settlers, Class A Fires.....	1	1	1	1	1	1	4	1	1	2
(d) Settlers, Class B Fires.....	2	3	1	5	11	11	4	1	1	25
(e) Other known causes, Class A Fires.....	1	3	1	2	1	1	1	1	1	9
(f) Other known causes, Class B Fires.....	1	5	2	1	6	6	1	1	1	19

SUMMARY of reports on fires in forest sections originating within 300 feet of track along railway lines subject to the jurisdiction of the Board of Railway Commissioners for Canada, season, of 1924.—*Concluded.*

D.—GRAND TOTALS FOR ALL CAUSES											
—											
1. Number—											
(a)	Total of all Class A Fires.....	31	142	57	63	176	15	2	10	3	499
(b)	Total of all Class B Fires.....	66	178	33	58	192	10	116	5	16	674
(c)	Total of all fires reported.....	97	320	90	121	368	25	118	15	19	1,173
2. Areas burned (Acres)—											
(a)	Young forest growth.....	1,217	6,789	60	349	2,741	1	3,061	.....	5	14,223
(b)	Timber land.....	188	1,175	30	424	1,150	625	2,453	.....	.....	6,045
(c)	Slashing or old burn.....	489	934	42	373	1,735	700	.....	.....	50	4,325
(d)	Other classes of land.....	110	1,930	33	75	1,351	1	5,687	44	118	9,349
(e)	Total.....	2,004	10,828	165	1,221	6,977	1,327	11,201	46	173	33,942
3. Value of property destroyed—											
(a)	Young forest growth.....	\$ 4,150	\$ 31,893	\$ 307	\$ 156	\$ 6,867	\$ 101	\$ 13,103	\$	\$ 14	\$ 56,591
(b)	Standing timber.....	341	41,324	251	441	2,739	804	20,410	.....	.....	66,310
(c)	Forest products.....	14,721	504	10	610	1,164	.....	.....	6,870	.....	23,879
(d)	Other property.....	76	14,684	1,070	68	1,944	150	3,677	127	365	22,161
(e)	Total.....	\$ 19,288	\$ 88,405	\$ 1,638	\$ 1,275	\$ 12,714	\$ 1,055	\$ 37,190	\$ 6,997	\$ 379	\$ 108,941

(a) Includes Fredericton and Grand Lake Coal and Railway; New Brunswick Coal and Railway; and Dominion Atlantic and Quebec Central Railways.

(b) Includes Esquimalt and Nanaimo and Kettle Valley Railways.

(c) Includes Halifax and South Western Railway and portions of former Canadian Government Railways east of Riviere du Loup and Monk, Que.

(d) Includes portions of former Canadian Government Railways west of Armstrong, Ontario. (Transcontinental and Hudson Bay Railways).

(e) Includes portions of former Canadian Government Railways east of Riviere du Loup and Monk, Que., and east of Armstrong, Ontario.

(f) Includes following lines: Algoma Eastern; Atlantic, Quebec & Western; Maine Central; Quebec Oriental; Temiscouata and White Pass & Yukon Route.

Note—No fires were reported during 1924 as originating within 300 feet of track in forest sections along the following lines: Boston & Maine; Cumberland Railway and Coal Company; Maritime Coal, Railway & Power Co.; Nipissing Central; Ottawa & New York and Quebec, Montreal & Southern.

Class A fires are those which cover an area of less than one-fourth acre.

Class B fires are those which cover an area of one-fourth acre or more.

FIRE-PROTECTIVE APPLIANCES ON LOCOMOTIVES

During the fire season of 1924, officers of the Fire Inspection Department inspected fire-protective appliances on 3,735 locomotives operating through forested territory. Of this total, the fire protective appliances on 124 locomotives, or 3.32 per cent, were found to be in a defective condition.

INSPECTIONS of Locomotive Fire-protective Appliances, 1924, by Fire Inspection Department, B.R.C.

Railway	Province	Number Inspected	Number Defective	Per cent Defective
C.P.R. (Including N.B.C. & Ry. and F. & G.L.C. & Ry.).....	New Brunswick	77	6	7.79
C.P.R. (Including Quebec Central Ry.).....	Quebec.....	240		
C.P.R.....	Ontario.....	847	15	1.77
C.P.R.....	Prairie Provinces.....	127	13	10.23
C.P.R.....	British Columbia.....	159	1	0.63
	Totals.....	1,450	35	2.41
C.N.R.....	New Brunswick	263	25	9.50
C.N.R.....	Quebec.....	332	1	0.30
C.N.R.....	Ontario.....	1,001	19	1.89
C.N.R.....	Prairie Provinces.....	332	26	7.83
C.N.R.....	British Columbia.....	154		
	Totals.....	2,082	71	3.41
A.Q. & W. and Q.O.....	Quebec.....	20	1	5.00
A.C. & H.B.....	Ontario.....	45		
Algoma Eastern.....	Ontario.....	15		
Boston & Maine.....	Quebec.....	3		
Delaware & Hudson.....	Quebec.....	2	2	100.00
E.D. & B.C.....	Alberta.....	29	7	24.14
Great Northern.....	Man. and B.C.....	12	3	25.00
Kettle Valley.....	B.C.....	14	4	28.58
Maine Central.....	N.B. and Que.....	3		
Nipissing Central.....	Ontario.....	8		
Q.M. & S.....	Quebec.....	20		
Temiscouata.....	N.B. and Que.....	14		
Vancouver H'br. Commrs. Ry.....	British Columbia.....	3	1	33.3
W.P. Co. (B.C.E.).....	British Columbia.....	1		
W.P. and Yukon Rte.....	B.C. and Yukon	14		
Totals.....		203	18	8.86
Totals all railways.....		3,735	124	3.32

**SUMMARY of Fireguard Construction and Maintenance by Railways in the
Provinces of Manitoba, Saskatchewan, and Alberta, 1924**

	Edmonton Dunvegan and British Columbia and Central Canada	Great Northern	Canadian National	Canadian Pacific	Totals
Length in track miles.....	506.50	162.38	8,080.07	6,843.52	15,592.47
Length in fireguard miles (1).....	1,013.00	324.76	16,160.14	13,687.04	31,184.94
Fire-guards constructed (shown in fire-guard miles)—					
Grain stubble lands } Fireguarded	35.00	200.50	1,830.55	1,905.05	3,971.10
Cultivated hay lands } by owner	4.50	40.00	216.30	187.50	448.30
Fenced grazing lands.....	11.30	49.00	1,161.61	2,160.12	3,382.03
Wild lands.....	7.40	0.50	1,167.53	1,621.70	2,797.13
Total miles of fireguards constructed.....	58.20	290.00	4,375.99	5,874.37	10,598.56
Fireguards not constructed (shown in fire-guard miles)—					
Exemptions (2).....	671.80	30.00	6,116.27	2,992.46	9,810.53
Owner refuses to allow construction (3).....			14.60	25.67	40.27
Unnecessary; land already plowed (4).....	21.90		1,479.47	1,503.78	3,005.15
Grain stubble lands } Not fireguarded	114.40		3,367.78	2,486.28	5,968.46
Cultivated hay lands } by owner (5).....	21.30		368.67	191.06	581.03
Miscellaneous other reasons.....	125.40	4.76	437.36	613.42	1,180.94
Total miles of fireguarded not constructed.....	954.80	34.76	11,784.15	7,812.67	20,586.38

(1) Fireguard mileage is double the track mileage, since the construction of fireguards is required on both sides of the track.

(2) Company exempted from fireguard construction, as to portions of line where showing made that such construction is unnecessary or impracticable.

(3) Employees of railway company refused permission, by owner, to enter upon land for purpose of constructing fireguards.

(4) Fireguarding unnecessary, because fields already plowed.

(5) Fireguarding in grain stubble and in cultivated hay lands required only where the land owner or occupant will undertake to plow guard at the reasonable price specified by the Board, to be paid by the railway company.

FIREGUARD STATISTICS

The statistical fireguard report for 1924 (preceding) shows an increase during the year of 330.70 track miles in the Prairie Provinces, making a total of 15,592.47 track miles in these three provinces subject to the fireguard requirements. This represents 31,184.94 fireguard miles, since fireguards are required to be maintained on both sides of the track.

Fireguards constructed or maintained during the year total 10,598.56 miles. Guards not constructed, for various reasons, total 20,586.38. Of the latter, there were exempted by this department 9,810.53 miles; owner of land refused to allow construction, 40.27 miles; land already ploughed, 3,005.15 miles; grain stubble and cultivated hay lands not fireguarded by owner, 6,549.49 miles. Thus, as to a total of 19,405.44 miles of fireguards not constructed, the reasons assigned by the railways were considered acceptable, leaving 1,180.94 miles unaccounted for, of which at least a considerable proportion should presumably have been fireguarded.

APPENDIX "F"

List of Cases Appealed to the Supreme Court of Canada, from February 1, 1904, to December 31, 1924

File No.	Subject	Decision
643	Montreal Terminal Ry. <i>vs.</i> Montreal Street Ry. Pius IX Ave., upon question of jurisdiction.	Allowed
1455	James Bay Ry. <i>vs.</i> G.T.R., undercrossing at a point near Beaverton, Ont., lot 13, Con. 7, Twp. of Thorah.	Dismissed
1492	James Bay Ry. <i>vs.</i> G.T.R. crossing Belt Line Spur, Question of Law.	Dismissed
383	Ottawa Electric Railway and City of Ottawa <i>vs.</i> Canada Atlantic Ry., <i>re</i> Bank Street Subway, Ottawa, Question of Law.	Dismissed
1621	Toronto Ry. Co., against Order 7813, July 3rd, 1909, <i>re</i> high level bridge over Don Improvement and tracks of G.T.R. and C.P.R., Toronto. Question of Jurisdiction.	Dismissed
588	<i>Re</i> Toronto Union Station, A. R. Williams expropriation. Question of Jurisdiction.	Dismissed
C. 1680	Essex Terminal Ry. and W.E. & L.S.R. Ry. crossing in the Twp. of Sandwich, Ont. Question of law.	Dismissed
C. 1309	Robinson <i>vs.</i> G.T.R., Two-cent rate. Question of law.	Dismissed
689	C.P.R. <i>vs.</i> G.T.R., <i>re</i> branch line at London, Ont., Question of Jurisdiction.	Dismissed
1497	T. D. Robinson <i>vs.</i> C.N.R., Spur at Winnipeg. Question of Jurisdiction.	Dismissed
9527	Montreal Street Ry., <i>re</i> rates, Mount Royal Ward. Question of Jurisdiction.	Allowed
C. 1419	Ontario Department of Agriculture <i>vs.</i> G.T.R., <i>re</i> station at Vineland, Ont., Jurisdiction.	Dismissed
C. 3322	<i>Re</i> Toronto Viaduct—Appeal of C.P.R., on question of law.	Dismissed
C. 4897	<i>Re</i> fencing and cattle guards, Order 7473, Appeal of C.N.R. upon question of jurisdiction.	Allowed.
C. 4492	City of Toronto <i>vs.</i> G.T.R. and C.P.R. <i>re</i> commutation rates. Question of law.	Withdrawn
C. 3378	City of Ottawa and County of Carleton <i>re</i> Richmond Road Viaduct. Question of jurisdiction.	Dismissed
C. 2545	G.T.R. and C.N.O.R., <i>re</i> spur in Twp. of Carboro, Ont. Question of jurisdiction.	Dismissed
13079	G.T.R. <i>vs.</i> British American Oil Cos., <i>re</i> oil rates. Question of law.	Dismissed
C. 3269	G.T.P.R. <i>vs.</i> City of Fort William, Ont., <i>re</i> location. Question of jurisdiction.	Dismissed
1319	N. St. C. & T. Ry. <i>vs.</i> Davy. Question of jurisdiction.	Allowed
11965	Clover Bar Coal Co., and Wm. Humberstone <i>vs.</i> G.T.P. and the Clover Bar Sand and Gravel Co. Question of jurisdiction.	Dismissed
15580	Regina Rates Case. Question of law.	Dismissed
12682	G.T.P.R., <i>vs.</i> A. E. Purcell of Saskatoon, Sask. Question of jurisdiction.	Dismissed
17963	C.P.R. <i>vs.</i> British American Oil Companies. Question of jurisdiction.	Dismissed
C. 3269	G.T.R. and C.P.R. <i>vs.</i> Canadian Oil Companies. Question of jurisdiction.	Dismissed
15530-1	B.C. Electric Ry., V.V. & E. Ry. <i>vs.</i> City of Vancouver, B.C., Question of Jurisdiction.	Dismissed
20062	E. B. Chambers and W. B. G. Phair <i>vs.</i> C.P.R. Question of jurisdiction.	Allowed
27095	C.N.R. <i>vs.</i> Wm. A. Taylor. Question of jurisdiction.	Dismissed
1487	G.T.R. <i>vs.</i> City of Edmonton. Question of law.	Dismissed
18578	Montreal Tramways and M.P. & I. Ry. <i>vs.</i> Lachine, Jacques Cartier and Maisonneuve Ry. Jurisdiction.	Allowed
19435	City of Hamilton <i>vs.</i> T.H. & B. Ry. Question of jurisdiction.	Allowed
14329-9	G.T.R. <i>vs.</i> Hepworth Silica Pressed Brick Co. Question of law.	Dismissed
23009	Toronto Ry. Co. and City of Toronto <i>vs.</i> C.P.R. Question of law and jurisdiction.	Dismissed
21428	City of Edmonton <i>vs.</i> E. D. & B.C. Ry. Question of law.	Dismissed
12021-70	Ingersoll Tel. Co., and others <i>vs.</i> Bell Tel. Co. Question of law.	Dismissed
9437-153	G.T.R. <i>vs.</i> Bourassa of Laprairie, Que. Question of law and jurisdiction.	Withdrawn
C. 3935	G.N.W. Telg. Co., submits for opinion of Court, a question of law involved in matter of General Order No. 162.	Abandoned
16171	Gov't of Manitoba and J. S. Ashdown Hardware Co., <i>re</i> 15% increase in freight rates. Question of jurisdiction.	Abandoned
27524	C.P.R. <i>vs.</i> Dept. of Public Works for Ontario, <i>re</i> crossing in Twp. of Kirkpatrick. Question of law.	Withdrawn
13622	Esquimalt and Nanaimo Ry. <i>re</i> right of City of Victoria to have access over the bridge at Victoria Harbour. Question of jurisdiction.	Abandoned
27840	Munic. of Burnaby, B.C. <i>vs.</i> British Columbia Elec. Ry. <i>re</i> commutation rates. Jurisdiction.	Abandoned
26981	City of Toronto <i>vs.</i> Toronto Terminal Ry. <i>re</i> pressure pipes under Bay, Scott and Yonge Sts., Toronto. Question of law.	Dismissed
11118		
28439		
28950		

LIST of cases appealed to the Supreme Court of Canada, from February 1, 1904,
to December 31, 1924—*Concluded*

File No.	Subject	Decision
C. 3378	Applic. of Mr. Wagenast for a stated case in <i>re</i> Brampton commutation rates. Question of law.....	Dismissed
C. 2987	Ottawa Elec. Ry. against Order of the Board disallowing proposed increase in passenger rates. Question of jurisdiction.....	Allowed
21404-6	Board submits stated case for the opinion of the Court on question of jurisdiction in the matter of British Columbia Elec. Ry. Co's application for increased rates.....	Abandoned
28140	Appeal of C.P.R. Co. upon a question of law arising out of the application of Dept. of Lands Forests and Mines, Prov. of Ontario, for an Order directing the C.P.R. Co. to provide and construct an overhead crossing at its expense between lots 6 and 7, Con. 1, Twp. of Eton, Ont. April 1st, 1922. Appeal allowed with cost. Question answered in the negative....	Allowed
30381	V. V. & E. Ry. & Nav. Co. <i>vs.</i> Vancouver Harbour Commissioners and the C.N. Rys., from Order of the Board No. 31647 dated Oct. 15th, 1921. Question of jurisdiction.....	Dismissed
31351-1	Application of Luscar Collieries, Limited for leave to appeal on the question of jurisdiction, from Order of the Board dated May 23rd, 1924, in the matter of Luscar Collieries, Limited, <i>vs.</i> N. S. McDonald and the Canadian National Railways.....	Pending
32812-1	Appeal from the Governments of the Provinces of Alberta, Saskatchewan and Manitoba, from General Order of the Board No. 408, dated October 14th, 1924, with regard to the Crow's Nest Pass Rates.....	Pending

SUMMARY

Dismissed.....	30
Allowed.....	9
Abandoned.....	5
Withdrawn.....	3
Pending.....	2
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LIST of Appeals to the Governor in Council, February 1, 1904, to December 31,
1924

File No.	Subject	Decision
399	Bay of Quinte Ry. crossing C.P.R. at Tweed, Ont.....	Allowed
1455	James Bay Ry. <i>vs.</i> G.T.R., crossing near Beaverton.....	Dismissed
1781	G.T.R. <i>vs.</i> City of Chatham, Ont. Street crossings.....	Dismissed
12992	Maniwaki Branch of C.P.R., train service from Ottawa.....	Referred back
2030	<i>Re</i> tariffs of certain Yukon Railways.....	Dismissed
17716	C.P.R.—Longue Point Spur through town of Maisonneuve, Que.....	Dismissed
18787	South Hazelton Townsite <i>vs.</i> G.T.P.R.....	Referred back
3452-30	J. Y. Rochester <i>re</i> Cameron Bay <i>vs.</i> G.T.P.R.....	Dismissed
12912	Park Ave. Subway, Town of St. Louis, Que. <i>vs.</i> C.P.R.....	Dismissed
17040	Lambton to Western Spur and C.P.R.....	Abandoned
C. 3322	Toronto Viaduct Case.....	Dismissed
12021-70	City of Toronto <i>re</i> North Toronto Grade Separation.....	Dismissed
16177	C.P.R. <i>vs.</i> Mountain Lumber Manufacturers' Ass'n <i>re</i> lumber rates.....	Withdrawn
19024	Charles Miller of Toronto <i>vs.</i> G.T.P.R. <i>re</i> station at Prince George, B.C.....	Dismissed
17716-10	C.P.R. <i>vs.</i> Town of Maisonneuve, Que. Highway Crossings.....	Dismissed
22681-25	City of Montreal <i>vs.</i> C.N.R. siding across Stadacona and Marlboro Sts., Montreal, Que.....	Abandoned
21418	City of Prince George, B.C. <i>re</i> location of G.T.P. R. station between Oak and Ash Streets.....	Dismissed
21660	C.N.O. Ry. <i>vs.</i> Twp. of Loughboro, Ont.....	Dismissed
26169	C.P.R. and C.N.R. Cos. <i>re</i> interswitching at Eastern Public Cattle Market, Montreal, Que.....	Abandoned
17040	C.P.R. <i>re</i> Lambton to Western Spur (2nd Appeal).....	Referred back
27693	City of Hamilton <i>vs.</i> G.T.R. <i>re</i> passenger service on Northern and N.W. Branch, between Hamilton and Burlington Beach and Town of Burlington, Ont.....	Abandoned

SESSIONAL PAPER No. 33

LIST of Appeals to the Governor in Council, February 1, 1904, to December 31, 1924—*Concluded*

File No.	Subject	Decisions
27840	Winnipeg Board of Trade <i>re</i> 15% increase in freight rates.....	Dismissed
28439-3	Town of St. Lambert, Que., <i>re</i> increase in rates on the M. & S.C. Ry.....	Dismissed
28230	City of Hamilton, Ont., <i>re</i> Kinnear Yard.....	Referred back
29040-2	National Dairy Council of Canada on behalf of Canadian Association of Ice Cream Manufacturers, <i>re</i> classification of ice cream.....	Referred back
C. 955	Proprietors' League of Montreal, <i>re</i> increase in Bell Telephone rates.....	Dismissed
30434	City of Windsor, Ont. for an Order rescinding Order of the Board No. 30028 authorizing C.P.R. Company to construct tracks of proposed freight shed at grade across unopened portion of Caron Ave., Windsor, Ont....	Dismissed
29996	City of Toronto, Ont., against General Order No. 308, authorizing a general increase in freight rates.....	Referred back
C. 955	City of Toronto, Ont., against Judgment of the Board dated April 13, 1921, providing for increase in Bell Telephone rates.....	Abandoned
23092-2	C.N.Q. Ry. Co. against Order of the Board No. 31312 <i>re</i> crossing Point aux Trembles Terminal Railway at point aux Trembles, Que.....	Pending
30380 Pt. 2	Appeal of the Corporation of the City of Toronto, Ont., against the ruling of the Board (General Order No. 327) with respect to express rates....	Dismissed
30380-13	Appeal of the National Dairy Council of Canada from the decision of the Board and for an Order for the cancellation of the 20% increase in cream rates which was allowed temporarily to express companies on their application of July, 1920.....	Referred back
17112-27	Appeal of the Dominion Millers Association from the judgment of the Board, dated March 6, 1922, in the matter of flour arbitraries over wheat for export.....	Dismissed
29040-2	Appeal of the National Dairy Council of Canada on behalf of Canadian Ice Cream Manufacturers from Board's Order No. 28883, respecting express classification of ice cream.....	Dismissed
30686-2	Appeal of Provinces of Alberta and British Columbia to the Governor in Council from Order of the Board dated June 30, 1922, (General Order No. 366) in the matter of railway tolls.....	Referred back
30380-13	National Dairy Council of Canada against ruling of the Board of November 21, 1922, relative to the 20% increase in cream rates.....	Allowed
3025-16	N. St. C. & T. Ry. Co. against Order of the Board No. 33190 dated November 1, 1922, relative to the relocation of its line on Oak and Merritt Streets in the Town of Merritt, Ont.....	Pending
32812-1	Governments of the Provinces of Alberta, Saskatchewan and Manitoba from General Order of the Board No. 408 dated October 14, 1924, with regard to the Crow's Nest Pass Rates.....	P.C. 2220
	Allowed until decision of the Supreme Court.....	

SUMMARY

Dismissed.....	19
Referred back.....	8
Abandoned.....	5
Withdrawn.....	1
Allowed.....	3
Pending.....	2
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APPENDIX "G"

LIST of General Orders and Circulars of the Board for the year ending
December 31, 1924

For Circular No. 204 see General Order No. 398.

CIRCULAR No. 205

April 15, 1924.

Re Duties of Railway Companies as to Fencing

File No. 27920.1

Numerous complaints are being made to the Board as to inefficient fencing by railway companies along their right of way, and it appears to the Board that, in many cases, these complaints are being viewed from the wrong standpoint.

For many years prior to 1911, the Railway Act contained a provision that, in some cases, fencing was not required unless specifically so ordered by the Board. This is found in the Railway Act, 1906, section 254, subsection (4), which reads as follows:—

"254. (4) Whenever the railway passes through any locality in which the lands on either side of the railway are not inclosed and either settled or improved, the company shall not be required to erect and maintain such fences, gates and cattle-guards unless the Board otherwise orders or directs."

By chapter 22 of the Acts of 1911, section 9, subsection (4) of section 254 was repealed, and the following enacted in lieu thereof, viz:—

"4. The Board may, upon application made to it by the company, relieve the company, temporarily or otherwise, from erecting and maintaining such fences, gates and cattle-guards where the railway passes through any locality in which, in the opinion of the Board, such works and structures are unnecessary."

This is found in the present Railway Act as section 274, subsection (4).

It will thus be seen that it is the duty of every railway company to fence every portion of its right of way unless specifically relieved from so doing by an order of the Board.

By order of the Board,

A. D. CARTWRIGHT,
Secretary.

GENERAL ORDER No. 387

In the matter of the General Order of the Board No. 378, dated April 13, 1923, amending the Uniform Rules Governing the Determination of Visual Acuity, Colour Perception, and Hearing of Railway Employees, as prescribed under General Order No. 94, dated July 24, 1912.

File No. 1750.17

TUESDAY, the 8th day of January, A.D. 1924.

Upon reading what is filed on behalf of the Canadian Pacific Railway Company,—

The Board orders: That the said General Order No. 378, dated April 13, 1923, be, and it is hereby, amended by striking out the word "not" before the words "less than 20-70" in clause 1 of the first paragraph of the order.

F. B. CARVELL,
Chief Commissioner.

SESSIONAL PAPER No. 33

GENERAL ORDER No. 388

In the matter of the consideration of the question of a uniform rule for the application of mileage rates on carload freight from loading sidings when the mileage is not published.

File No. 8815.2

THURSDAY, the 20th day of December, A.D. 1923.

Upon reading the submissions filed on behalf of the Canadian Pacific, Canadian National, Quebec Central, Quebec, Montreal and Southern, Dominion Atlantic, Algoma Central and Hudson Bay, Toronto, Hamilton and Buffalo, Great Northern, Essex Terminal, Wabash, Quebec Oriental, Atlantic, Quebec and Western, Temiscouata, Thousand Islands, Boston and Maine, Central Vermont, Esquimalt and Nanaimo, Pere Marquette, and Kettle Valley Railway Companies, the Rutland, Michigan Central, Maine Central, and New York Central Railroad Companies, the Quebec Railway, Light and Power Company, International Bridge and Terminal Company, Cumberland Railway and Coal Company, Maritime Coal, Railway and Power Company, Limited, Canadian Manufacturers' Association, and the United Grain Growers, Limited,—

The Board orders: That all railway companies subject to the jurisdiction of the Board, within thirty days from the date of this order,—

(1) Publish an amendment to their Official Distance Tariffs issued in compliance with the order of the Board No. 5954, dated December 21, 1908, adding thereto a rule reading:

“In computing the distance governing traffic handled under mileage rates from loading stations not named herein, the mileage applicable from the nearest station thereto shall be used.”

(2) Publish, where not already done, the following clause in tariffs naming mileage rates:—

“In computing distance rates under this tariff, distance shown in Official Distance Table No. . . . , C.R.C. No. . . . , supplements thereto, and reissues thereof, will apply.”

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 389

In the matter of the General Order of the Board No. 78, dated July 14, 1911, prescribing the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances, to be adopted and put in force by the railway companies subject to the jurisdiction of the Board

File No. 6948.5

MONDAY, the 21st day of January, A.D. 1924.

Upon the report and recommendation of the Mechanical Appliance Specialist of the Board, concurred in by its Chief Operating Officer, and reading what is filed on behalf of the Railway Association of Canada and the Brotherhood of Locomotive Firemen and Enginemen,—

The Board orders: That the said General Order No. 78, dated July 14, 1911, be, and it is hereby, amended by striking out clause 36 thereof, and substituting therefor the following, namely:—

“Water and Lubricator Glass Shields.—Water gauge glass mountings on all locomotives must be protected by a strong cage made of aluminum, or brass metal, fitted with heavy reinforced plate glass shields three-eighths of an inch thick, with an outlet pipe attached to the bottom of the water gauge mounting which will allow the flow of steam from broken gauge glass to escape below the foot plate of the locomotive, or close to the foot plate itself.

“These appurtenances must be so located as to insure a correct reading of the level of the water in the boiler at all times, and be in full view of both the engineer and fireman, and the lights so placed that there will be a clear and unobstructed view of the water in the mounting.”

2. That the changes in the said appurtenances be made not later than January 1, 1926.

3. That the changes provided for by this order shall not apply to the Boston and Maine or the Maine Central Railway Companies, so long as they use the device approved by the Interstate Commerce Commission.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 390

In the Matter of the General Order of the Board No. 379, dated April 4, 1923, amending General Order No. 289, dated March 24, 1920, prescribing rules relative to the inspection of locomotives and tenders, attached thereto marked “A”:

File No. 21351.1

FRIDAY, the 25th day of January, A.D. 1924.

Upon its appearing that the exception contained in the said General Order No. 379 overrides the judgment of the Board of December 20, 1920, in regard to international movements arising out of an application made by the New York Central Railroad Company,—

The Board Orders: That the said General Order No. 379, dated April 4, 1923, be, and it is hereby, amended by striking out the words, “New York Central,” after the word “Rutland,” in the fifth line of clause 1 of paragraph 1 of the order.

2. That the New York Central Railroad Company equip and maintain on its locomotives operating in Canadian territory, pilots securely attached and braced in a safe and suitable condition for service, and as may be permitted by the inspection Rules and Regulations of the Interstate Commerce Commission.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER NO. 391

In the Matter of the complaint of the Dominion Millers’ Association, per Mr C. B. Watts, Toronto, Ont., that the railway companies are charging two cents per one hundred pounds stop-off charge instead of one cent, on grain ex-lake for milling in transit and export to New York, in violation of General Order No. 354, dated January 4, 1922. File No. 8641.33.

THURSDAY, the 31st day of January, A.D. 1924.

Upon hearing the complaint at the sittings of the Board held in Ottawa, September 18, 1923, and upon reading the submissions filed,—

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The Board Orders: That the maximum stoff-off charges for milling grain in transit at stations within Canada shall be 1 cent per 100 pounds, regardless of the final destination of such traffic.

And the Board further Orders: That all railway companies subject to its jurisdiction shall amend their tariffs accordingly, effective not later than February 11, 1924; the said rate, however, not to be retroactive.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER NO. 392

In the Matter of the application of the Toronto Board of Trade, the Montreal Board of Trade, and the Canadian Manufacturers' Association, in pursuance of the right reserved by the General Order of the Board No. 380, dated May 16, 1923, for the same milling-in-transit privileges on dried peas as are accorded other grains. File No. 32580.

THURSDAY, the 7th day of February, A.D. 1924.

Upon hearing the application at the sittings of the Board held in Ottawa, November 20, 1923, in the presence of counsel and representatives for the applicants, H. Murtin, Limited, Guelph, Ont. the Canadian Pacific and Canadian National Railway Companies and the Canadian Freight Association, the evidence offered, and what was alleged,—

The Board Orders: That all railway companies subject to its jurisdiction, who publish tariffs covering milling-in-transit arrangements on grain, shall, effective not later than February 25, 1924, amend the said tariffs, extending the same arrangement on peas produced in Canada, for milling or other treatment.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER NO. 393

In the Matter of the application of the Bell Telephone Company of Canada, hereinafter called the "Applicant Company," under Section 375 of the Railway Act, 1919, for approval of its service station form of agreement (No. 651A), in substitution for the form (No. 651) approved by the General Order of the Board No. 375, dated March 17, 1923, on file with the Board under Case No. 538.

WEDNESDAY, the 13th day of February, A.D. 1924.

Upon reading what is filed in support of the application, and the report and recommendation of its Assistant Chief Traffic Officer,—

The Board Orders:

1. That the said service station form of agreement (No. 651A), to be entered into between the applicant company and any other company, municipality, or corporation having authority to construct or operate a telephone system or line, on file with the Board under Case No. 538, be, and it is hereby, approved.

2. That General Order No. 375, dated March 17, 1923, in so far as it approves the service station form of agreement No. 651, be, and it is hereby, rescinded.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER NO. 394

In the matter of the application of the Railway Association of Canada for an Order amending the General Order of the Board No. 78, dated July 14, 1911, prescribing the rules and instructions for the inspection and testing of locomotive boilers and their appurtenances: File No. 16513.

FRIDAY, the 8th day of February, A.D. 1924.

Upon reading what is filed in support of the application, the report and recommendation of its Chief Operating Officer, and the submissions filed on behalf of the railway companies affected,—

The Board Orders: That the said General Order No. 78, dated July 14, 1911, be, and it is hereby, amended by striking out clauses 5, 11, 18, and 19 thereof, and substituting the following, namely:—

“5. *Flues to be removed.*—All flues of boilers in service, except as otherwise provided, shall be removed at least every four years, and a thorough examination shall be made of the entire interior of the boiler. After the flues are taken out, the inside of the boiler must have the scale removed and be thoroughly cleaned. The removal of flues shall be due after forty-eight calendar months' service, provided such service is performed within five consecutive years. Portions of calendar months out of service will not be counted. Time out of service must be properly accounted for by “out of service” reports, and notations of months claimed out of service made on the back of each subsequent inspection report and cab card. The period for removal of flues, upon formal application to the Mechanical Expert, may be extended if investigation shows the conditions warrant it.

11. *Lagging to be removed.*—The jacket and lagging shall be removed at least once every five years, and a thorough inspection made of the entire exterior of the boiler while under hydrostatic pressure. The jacket and lagging shall also be removed whenever, on account of any indications of leaks, the Board's Inspector, or the railway company's inspector, considers it desirable or necessary.

18. *Method of testing flexible stay bolts with caps.*—All flexible stay bolts having caps over the outer ends shall have the caps removed at last once every two years, provided such service is performed within three consecutive years, and also whenever the Board's Inspector, or the railway company's inspector, considers the removal desirable in order thoroughly to inspect the stay bolts. The fire box sheets should be examined carefully at least once a month, to detect any bulging or indication of broken stay bolts. Each time a hydrostatic test is applied, the hammer test required by rules 16 and 17 shall be made while the boiler is under hydrostatic pressure, not less than the allowed working pressure, and proper notation of such test made on form No. 3.

19. *Method of testing flexible stay bolts without caps.*—Flexible stay bolts which do not have caps shall be tested once each month, the same as rigid bolts. Each time a hydrostatic test is applied, such stay bolt test shall be made while the boiler is under hydrostatic pressure not less than the allowed working pressure, and proper notation of such test made on form No. 3.”

And it is further Ordered: That General Orders Nos. 106 and 178, dated respectively June 27, 1913, and January 23, 1917, made herein, be, and they are hereby, rescinded.

F. B. CARVELL,
Chief Commissioner.

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GENERAL ORDER NO. 395

In the matter of the Regulations for the Transportation of Explosives and Other Dangerous Articles by Freight and Specifications for Shipping Containers, prescribed and approved by the General Orders of the Board Nos. 203, 204, and 206, dated August 11 and September 7, 1917:

File No. 1717.38

TUESDAY, the 26th day of February, A.D. 1924.

Upon reading what is filed on behalf of Firstbrooks Brothers, Limited, and the Railway Association of Canada; and upon the report and recommendation of its Assistant Chief Traffic Officer,—

The Board Orders: That Shipping Container Specifications Nos. 14, 15, and 16, be amended so as to permit the use of steel corrugated fasteners driven across the joints outside, in addition to the present requirements, when the sides, ends, tops, and bottoms of boxes are made of more than one piece.

S. J. McLEAN,

Assistant Chief Commissioner.

GENERAL ORDER NO. 396

In the matter of the General Order of the Board No. 379, dated April 4, 1923, amending the Rules Relative to the Inspection of Locomotives and Tenders, prescribed by General Order No. 289, dated March 24, 1920, with respect to the equipment of locomotives in road service with pilots:

File No. 21351.1

MONDAY, the 10th day of March, A.D. 1924.

Upon reading what is filed on behalf of the Central Vermont Railway Company, and the report and recommendation of its Chief Operating Officer—

The Board Orders: That the said General Order No. 379, dated April 4th, 1923, as amended by General Order No. 390, dated January 25th, 1924, be, and it is hereby, further amended by inserting the words "Central Vermont" before the words "and Great Northern," in the 5th line of the paragraph with the heading "Pilots."

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER NO. 397

WEDNESDAY, the 16th day of April, A.D. 1924.

In the matter of the application of the Railway Association of Canada for certain amendments to Rules 93 and 99 of the General Train and Interlocking Rules, in order to provide for the method of operation now employed by certain of its member railways, under so-called Special Instruction "E":

File No. 4135.26

Whereas, by General Order No. 322, dated December 10, 1920, all railway companies subject to the jurisdiction of the Board were required to withdraw the said Special Instruction "E" from their respective working timetables, and thereafter observe the Uniform Code of Rules for Canadian Railways, approved by General Order No. 42, dated July 12, 1909; the necessary changes and instructions to employees to become effective June 1, 1921;

And whereas the time within which the said changes and instructions might become effective was extended, by General Orders Nos. 340 and 343, until June 15, 1921, and September 1, 1921, respectively; or until further order of the Board;

And whereas meetings and conferences have been held between officers of the Board and the parties concerned, and written submissions filed,—

The Board orders: That the time within which the said changes and instructions may become effective be, and it is hereby, further extended until the 1st day of August, 1924; and that, in the interval, all railway companies now carrying such Special Instruction "E" in their timetables file the same with the Board for approval under section 293 of the Railway Act, 1919.

And the Board further orders: That the application for amendments to rules 93 and 99 of the General Train and Interlocking Rules be refused.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER NO. 398

In the matter of Rules and Regulations Governing the Construction and Filing of Freight and Passenger Schedules with the Board.

File No. 606.

FRIDAY, the 11th day of April, A.D. 1924.

In pursuance of the powers expressly conferred by sections 324 and 325 of the Railway Act, 1919, and of all other powers possessed by the Board in that behalf—

The Board orders as follows:

1. That the Rules and Regulations Governing the Construction and Filing of Freight and Passenger Schedules, attached hereto marked "A" and published in Circular No. 204, be, and they are hereby, approved for the use of railway companies, or properly authorized agents thereof, who file freight and passenger schedules with the Board.

2. That,—

(a) Orders No. 350, dated February 9, 1905; No. 357, dated February 9, 1905; No. 460, dated May 16, 1905; No. 4277, dated June 30, 1908; and General Orders No. 23, dated December 21, 1908; No. 33, dated March 29, 1909; No. 60, dated June 27, 1910; No. 62, dated August 15, 1910; No. 277, dated December 29, 1919; No. 388, dated December 20, 1923.

(b) General Order No. 14, dated July 30, 1908, in so far as it applies to Freight and Passenger Tariffs;

(c) Conflicting portions of General Order No. 146, dated July 17, 1915,—be, and they are hereby, rescinded.

F. B. CARVELL,
Chief Commissioner.

"A"

CIRCULAR No. 204

RULES AND REGULATIONS GOVERNING THE CONSTRUCTION AND FILING OF FREIGHT AND PASSENGER SCHEDULES

Effective June 1, 1924

The term "Joint Rate," as used herein, means a rate or fare that extends over the lines of two or more carriers.

"Joint Tariffs" are those which contain joint rates.

1. Freight and passenger schedules must be of uniform size, namely, eight by eleven (8 x 11) inches, and be consecutively numbered "C. R. C. No." at the top (separately for the freight and passenger issues), in addition to the serial number of the carrier. All schedules filed with the Board must be accompanied by a filing advice in duplicate (see appendix 'A') numbered consecutively. Filing advices must contain a description of the schedule or schedules covered thereby. The original advice will be retained and the duplicate receipted and returned.

Size of tariffs.
Numbering
tariffs.
Filing advices.

2. Standard tariffs must be filed in duplicate. Except as otherwise provided herein, but one copy of other schedules is required to be filed with the Board and should be addressed to the Chief Traffic Officer, Board of Railway Commissioners for Canada, Ottawa, Ont. If mailed in Canada, and the envelope is plainly marked "O.H.M.S.", no postage is required.

Number of
tariffs to
be filed.
Postage free if
mailed in
Canada.

3. The act of mailing is not construed as filing. Schedules must reach Ottawa in time to give at least the statutory notice (freight schedules—three days for reduction, thirty days for advance; passenger schedules—three days for advance or reduction), or such other notice as the Board may in special cases direct.

Statutory
notice at
Ottawa.

4. (a) Joint tariffs applying from points on more than one railway must be filed by each of the initial carriers under its own C.R.C. number, unless issued and filed by an agent under power of attorney.

Joint tariffs
applying from
points on
more than
one railway.

(b) In the case of a joint tariff applying in both directions, the carrier at each end of the route is an initial carrier and the tariff must therefore be filed by each under its own C.R.C. number and must give the required notice.

Joint tariffs
applying
in both
directions.

Consent of each such carrier is a condition precedent to any change in the rates of such tariff in either direction.

5. Joint tariffs naming rates applying from points on a switching or terminal carrier of which such carrier receives a proportion which is not absorbed by the connecting carrier, must be filed by the switching or terminal carrier.

Joint tariffs
from points on
Terminal or
Switching
carriers.

6. Section 338 of the Railway Act requires the filing of joint tariffs applying from a point in Canada through a foreign country into Canada or from a point in Canada to a foreign country by the several companies. This is construed to permit filing by the initial Canadian carrier on behalf of itself and the "several companies" referred to in the section.

Filing of
joint tariffs
Canada to
United States,
or between
points in
Canada
through
United States.

Rejection of
schedules.

7. Schedules which fail to give the required notice will be returned to the sender, stamped "Rejected by the Board of Railway Commissioners" and covered by a form letter.

The C.R.C. number of the rejected schedule must not again be used, and the substitute must show on the title page the following:—

"Issued in lieu of (reference here to the rejected schedule) rejected by the Board of Railway Commissioners for Canada."

Through rates between points in the United States and points in Canada published in tariffs filed with both the Interstate Commerce Commission and the Board of Railway Commissioners for Canada which are rejected by the Interstate Commerce Commission will be marked as rejected in the Board's files and returned to person filing.

Issuing carrier or agent is requested to immediately notify the Chief Traffic Officer of the Board of such rejection.

Commodity
tariffs with
minimum
weight greater
than classifi-
cation weight.

8. If the total charge per car under a commodity rate and specified minimum weight exceeds the charge per car under the class tariff and classification minimum weight, the tariff must carry a notation that the class rate and actual weight (subject to Classification minimum) will apply, if lower.

Commodity
rates specific.

9. Commodity descriptions must be explicit, so as to leave no room for supposition or analogy.

Freight rates
to remain in
force at least
30 days.

10. (a) No freight rate may be increased until it has been in force at least thirty days.

Freight rates
expiring by
limitation.

(b) Freight rates may be issued to expire on a named date, but such date must not be less than thirty days after the effective date.

Supplement
to freight
tariff which is
to be cancelled.

(c) If a tariff is filed on statutory notice, cancelling another tariff, and after such filing and prior to the effective date of the new tariff, a supplement to the tariff to be cancelled should be lawfully issued, rates in such supplement could not be continued in effect for thirty days for the reason that cancellation of a tariff also cancels supplements thereto.

In such cases supplements containing changes not included in the tariff that is to become effective should be issued to both tariffs; shall contain no other matter than the rates sought to be made effective, and will be exempted from the provisions of rule 34.

Cancellation
notice to show
where rates will
thereafter
be found.

11. A schedule which omits any rate included in any schedule cancelled thereby must show what rate will thereafter apply, or so indicate if the rate or service is abolished; and a supplement confined to notice of cancellation only, must give the same information.

Tariffs con-
taining rates
on Explosives
and other
Dangerous
Articles to
give reference
to Board's
Regulations.

12. Tariffs containing rates for the carriage of explosives must also contain a notice that such rates are governed by the Regulations for the Transportation of Explosives and other Dangerous Articles, approved by the Board of Railway Commissioners for Canada, and give reference to the C.R.C. number of the railway publication embodying these regulations.

Competitive
tariffs may
be made
effective with-
out notice.

13. A competitive tariff which owing to the exigencies of competition is urgently required to be brought into immediate effect without previous notice to the Board may be acted upon before filing with the Board, but the company must forthwith file the tariff together with a clear statement of the nature of the exigency and the ground for so acting.

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14. A schedule containing both competitive and non-competitive rates must indicate the competitive rates by reference mark and note.

Competitive rates to be indicated.
Routing.

15. A joint tariff applies only by the route or routes therein specified, but if for convenience or through error of carriers, shipments are forwarded via other junction points or routes, but over the lines of carriers parties to the tariff, the rates shown therein will apply.

When no routing is shown the rates are understood to apply via all reasonable and practicable routes, but over the lines of carriers parties to the tariff.

16. New rates issued to cover newly constructed lines may be made effective on one day's notice; all other new rates must give the notice required by the Act.

Rates for newly constructed lines—
one day's notice.

17. A carrier or an agent may publish under a C.R.C. number, post and file, a separate schedule containing rules and regulations which are to govern certain tariffs, and such schedules may be made part of the tariff by the following specific reference: "Governed by Rules and Regulations shown in C.R.C. No. and successive issues thereof."

Separate tariff of Rules and Regulations.

18. Each carrier shall publish and file in duplicate, under a C.R.C. number, in both the freight and passenger series, size 8 by 11 inches, an "Official Distance Table," which shall contain the exact distance, extended not to exceed two decimal points, between its stations. Prepay stations must be indicated by symbol and at points where either carloads or less than carloads are not accepted the information must be shown. There must also be shown the names of the points at which freight traffic may be interchanged with the lines of connecting carriers, the names of the carriers with which freight traffic may be interchanged at such points, whether carloads or less, or both, and the method of interchange (switch connection or cartage). If connection is made through an intermediate carrier it must be so shown.

Official Distance Table to be filed.

The freight Official Distance Table shall contain the following clause:—

"In computing the distance governing traffic handled under mileage rates to unloading or from loading sidings not named herein, the mileage applicable to or from the nearest station or point thereto shall be used."

Tariffs which contain mileage rates shall give reference by C.R.C. number to the Official Distance Table.

NOTE.—This rule applies to both freight and passenger mileage. One list containing both freight and passenger mileage will be deemed sufficient, but if both are included in one list, C.R.C. numbers must be allotted in both the freight and passenger series and copies filed under separate filing advices.

19. Each carrier shall publish, with proper C.R.C. number, and file in duplicate, a complete list of tariffs naming it as an initial or forwarding carrier, which are in effect. Such list shall show, (a) C.R.C. number of each tariff; (b) name or initial of carrier or agent by whom tariff is issued; (c) brief description of the character of tariff (which should be done in freight tariffs by using the term "class," "commodity," or "class and commodity," name of commodities as "Grain and Grain Products," "Iron and Steel Articles," etc.); (d) concise statement of the points between which tariffs apply.

List of Tariffs to be filed.

Supplements to tariffs need not be included in this list. If any changes are made, the list shall be corrected to date either by reissue each month, or by supplementing each month, and reissue every twelve months.

Commodity tariffs shall be entered alphabetically according to the principal commodity, and those applying to different kinds of the same commodity shall be grouped together. For example: "Lumber"—"Hardwood"; "Lumber"—"Fir"; etc.

NOTE.—This rule applies to both freight and passenger tariffs. One list containing both freight and passenger tariffs will be deemed sufficient, but if both are included in one list, C.R.C. numbers should be allotted in both freight and passenger series, and copies sent to the Board under separate filing advices.

Concurrence in joint tariffs.

20. Joint tariffs and supplements thereto shall be filed with the Board by proper officer of the initial carrier, or by an agent designated to perform that duty, and concurrence, as per forms herein prescribed, of every other carrier participating in such joint tariffs and supplements thereto covering traffic which is to pass over any continuous route in Canada, must be filed with the Board.

Notice of concurrence is not required in international tariffs, tariffs applying from a foreign country through Canada into a foreign country, nor from foreign carriers in tariffs applying from Canada through a foreign country into Canada.

One or other of the following forms of concurrence certificate may be used in notifying the Board of assent to and concurrence in joint tariffs, or supplements thereto, applicable between points in Canada, which have been published and filed by any initial carrier or agent, and to which the carrier giving assent and concurrence has been made a party. The certificate shall be printed on paper ten and one-half inches long by eight inches wide and mailed to the Chief Traffic Officer of the Board.

(a) "SPECIFIC CONCURRENCE CERTIFICATE"

(Name of concurring carrier in full)

..... Department
(Place and date).....
No. C.C. (From No. 1 progressively).

The Board of Railway Commissioners for Canada.

This is to certify that the (name of concurring carrier in full) assents to and concurs in the publication and filing of the joint schedules described below, and hereby makes itself a party thereto and bound thereby:—
(Full title and C.R.C. number of schedule concurred in).

Date effective
Issued byCompany.

(b) "LIMITED CONCURRENCE CERTIFICATE"

(Name of concurring carrier in full)

..... Department
(Place and date).....
No. L.C. (From No. 1 progressively).

The Board of Railway Commissioners for Canada.

This is to certify that the (name of concurring carrier in full) assents to and concurs in joint tariffs and supplements thereto that may hereafter be pub-

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lished and filed by the (name of carrier in full), applying via (name of junction point with concurring carrier), or from (names of points or description of territory), in which this company is named as a participant, in so far as such schedules contain rates or regulations which apply within Canada, via this company's line to (not from).....(description of territory), and hereby makes itself a party thereto and bound thereby.

(c) "GENERAL CONCURRENCE CERTIFICATE"

(Name of concurring carrier in full)

.....Department
(Place and date)
No. G.C. (From No. 1 progressively).

The Board of Railway Commissioners for Canada.

This is to certify that the (name of concurring carrier in full) assents to and concurs in all joint tariffs and supplements thereto that may hereafter be published and filed by the (name of carrier or agent in full), in which this company is named as a participant, in so far as such schedules contain rates or regulations which apply within Canada, to or via (not from) this company's points, and hereby makes itself a party thereto and bound thereby.

The "Specific" Concurrence Certificate shall be signed with the name and title of the official of the concurring carrier appointed by by-law of the company to prepare and issue tariffs.

When 'Specific' Concurrence Certificates are used three copies must be made by the concurring carrier, one marked "original," one "duplicate," and one marked "triplicate," and forwarded to the carrier who issues the tariff. The latter carrier will then file with the Board the three copies together with the tariff to which they refer, and the duplicate will be stamped and returned to the concurring carrier, and the triplicate to the carrier issuing the tariff, as a receipt.

Certain passenger tariffs are filed from Winnipeg, the individual certificates for which are filed from Montreal.

In such cases the certificate may be filed prior to the tariff but must be accompanied by letter of explanation.

The 'Limited' and 'General' Concurrence Certificates shall be signed in person by the official of the concurring carrier appointed by by-law to prepare and issue tariffs.

The company or agent which prepares and issues the joint schedule shall show therein, in small type against the name of each of the concurring companies, the "C.C.," "L.C.," or "G.C." number, as the case may be, of the certificate of concurrence of such company in such joint schedule.

Two copies of "Limited" and "General" certificates of concurrence shall be filed with the Board, one marked "duplicate," to be stamped with the date of receipt by the Board and returned to the sender.

Under section 325 of the Railway Act, the only procedure in the case of non-concurrence in a joint schedule must be by formal application by the objecting company to the Board for an order disallowing the said schedule.

21. If a carrier authorizes an agent to file its tariffs and supplements thereto, or certain of them, official notice of such authorization and of acceptance of responsibility by the carrier for the acts of such agent in the consecutively numbered form as hereinafter specified, must be filed with the Board:—

Powers of
attorney for
agents who
file tariffs.

.....Company.

KNOW ALL MEN BY THESE PRESENTS:

That the Company has made, constituted and appointed, and by these presents does make, constitute, and appoint its true and lawful attorney, and in its name, place, and stead, to file certain tariffs of freight (or passenger) tolls, to wit (here describe the particular series, if limited, or particular territory, for which tariffs are to be issued), and supplements thereto, as required of railway companies by the Railway Act of the Dominion of Canada, and by the Regulations of the Board of Railway Commissioners for Canada, and the said..... Company does hereby give and grant to its said attorney and agent full power and authority to do and perform all and every act and thing above specified as fully to all intents and purposes as if the same were done and performed by the said company, hereby ratifying and confirming all that its said agent and attorney may lawfully do by virtue thereof, and assuming full responsibility for the acts and neglects of its said attorney and agent hereunder.

The
(Name of carrier)

By
(Its.....President)

Attest:

.....
Secretary.

Dated at
this day of
A.D.

(a) Powers of attorney shall continue in force until revoked by formal and official notice of revocation placed in the hands of the Board of Railway Commissioners for Canada at Ottawa, at least thirty days before the said notice shall become effective.

Powers of attorney may also be cancelled by issue of new power of attorney upon thirty days' notice.

(b) If two or more carriers appoint the same person as agent for the filing of tariffs and supplements thereto, each of them will be required to file with the Board power of attorney, in the form prescribed, appointing him their agent, and the concurrence of every other carrier participating in any tariff or supplement thereto which is filed by him must be on file with the Board.

(c) An agent who issues fast freight line billing instructions, which are, by reference, made part of the carrier's tariff, stands in the same light and position as an agent who issues tariffs, and the same authority to act will be required.

(d) Such joint agent, duly authorized to act for several carriers, shall file joint tariffs under consecutive C.R.C. serial numbers of his own.

(e) No officer of a railway may be appointed to file tariffs for another railway. The form of power of attorney herein prescribed must be used only when an outside agent is authorized to prepare and issue certain tariffs, such as the Transcontinental, Central Freight Association, Canadian Freight Association tariffs, etc.

(f) Agents publishing tariffs under power of attorney must include therein the names of the carriers for whom they act together with the P.A. number of the power of attorney on file with the Board.

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22. Tariffs issued by railways in Canada shall indicate advances by the symbol "A" and reductions by the symbol "R," with necessary explanatory note, in the following manner, namely:—

Changes in rates to be indicated by symbol.

1. In schedules which show the rates opposite the stations:—

The proper symbol to be shown against each rate, or each rule or regulation, changed.

2. In schedules in which the rates appear in a table separated from the station list:—

(a) Unless the station groupings have been varied relatively to their rates; the proper symbol to be shown in the rate table in the manner prescribed in section 1 hereof:

(b) If the station groupings have been varied relatively to their rates; the proper symbol to be shown against the reference on the station page to the rate table, and against each rule or regulation changed.

If the columns of rates are so close together as to leave insufficient space for the symbols, and in such cases only, increases shall be printed in full-face type, and reductions in italics, with the necessary explanatory note.

If ninety per cent or over of the rates on a page are advanced or reduced, symbols may be omitted provided the changes are clearly indicated on the page, thus: "All rates on this page are advances"; "All rates on this page are advances, except as otherwise indicated," etc.

If it is found impracticable to indicate changes in schedules by the methods herein prescribed, application accompanied by full explanation may be made to the Board for permission to waive the above requirement.

23. Schedules issued to give effect to judgments or orders of the Board shall give reference to the number and date of the Order or date of the judgment as follows:—

Schedules issued to give effect to Orders and Judgments.

"Issued in compliance with Order of the Board of Railway Commissioners for Canada No. dated." or "Issued under judgment of the Board of Railway Commissioners for Canada, dated."

24. Each carrier is required to file tariffs under C.R.C. numbers which are presumed to be used consecutively. Occasionally a tariff is received which does not bear the C.R.C. number next in numerical order to that borne by the last one filed. This is sometimes occasioned by the missing numbers having been assigned to a tariff which is in the course of preparation.

C.R.C. numbers to be consecutive; advice to be given when not so filed.

Request is made that in so far as possible, carriers will file tariffs in consecutive order of the C.R.C. numbers. If from any cause this is not done, the tariff that is filed with a C.R.C. number that is not consecutive with the last one filed, shall be accompanied by an explanation of the omission in filing.

25. Circulars of general instruction which affect tolls shall be printed on paper of regulation size (8 by 11 inches) and given C.R.C. consecutive numbers in the regular tariff series.

Circulars affecting tolls to be filed.

FREIGHT TARIFFS

Special Rate
Notices.

26. Under the provisions of section 344 of the Railway Act, railway companies subject to the Act are authorized to issue special rate notices between points which are not competitive in the following cases, namely:—

(a) To provide for the prompt shipment of any freight which may unexpectedly offer, and for which no suitable tariffs have been prepared, on condition that the filing and publication of such tariffs be immediately proceeded with. Except where special notice has been issued to cover an individual consignment and the rate is not of a permanent character.

(b) To provide for the disposition of shipments which may have been forwarded to the wrong destination, or which have been refused by the consignees, by returning them to the original points of shipment at less than the ordinary tariff rate, or by reforwarding at a reduced rate from the first to a second destination, in which case the published rate from the point of shipment to the first destination, added to the reduced rate from the first destination to the second, shall not be less than the published rate for a through haul from the original shipping point to the second or final destination.

(c) To provide for the carriage of small sample or trial shipments for testing purposes, with a view to opening up business, as, for example, a trial shipment of ore from a new mine to the smelter, at actual weight at the carload rate.

(d) To provide for the removal of live stock by rail from exhausted grazing grounds to new pastures on the ranches of the northwest, for subsequent reshipment to the market.

(e) To permit the railway companies to carry such freight as coal and firewood for their own employees at reduced rates, which may be filed individually with the Board, or as a general notice.

(f) To provide for the movement of grain that may remain in country storehouses or elevators at the cleaning up of the season's business preparatory to the reception of the new crop, at carload rate and reduced minimum weight.

Not more than one such special rate shall be issued per annum for each storehouse or elevator for each variety of grain.

These Special Rate Notices shall be numbered consecutively and be mailed to the Chief Traffic Officer.

They shall give reference to Rule No. 26 of the Board's Circular No. 204 and the particular section thereof under which issued; they shall also show the tariff rate, if any, that would have been charged in the absence of such notice, and shall exist merely for the purpose of giving effect to the rate to be charged for the specific shipment mentioned therein.

When rates covered by Special Rate Notice are reissued in regular tariff publication a cancellation supplement must at the same time be issued to the Special Rate Notice which shall give reference by C.R.C. number to the tariff publication in which rates are shown.

27. Railway companies having general offices at Winnipeg or west thereof, are authorized in cases of emergency only, to notify the Board by telegraph of a proposed change in rates, provided—

(a) That the new schedule be printed and publicly posted for the full period required by the Act, namely, three days in the case of a reduction, and thirty days in the case of an advance;

Telegraphic
advice of
changes in
freight rates,
in emergency
cases, from
carriers in
distant
territory.

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- (b) That the telegram to the Board plainly state the changes proposed to be made in the rates, and the effective date thereof;
- (c) That the new tariff be mailed to the Board not later than the date of the publication; and
- (d) That a copy of the telegram be attached to the printed tariff filed with the Board.

28. A tariff having been filed, containing class rates only, it is not permissible to add commodity rates by means of a supplement thereto; likewise class rates should not be added by supplement to a filed commodity tariff.

Nature of tariff not to be changed by supplement.

The additional rates should be put in effect by means of a separate tariff.

The above does not prohibit the filing of a tariff containing both class and commodity rates, but the nature of the tariff when filed should not be changed by the filing of a supplement.

29. The title page of every freight tariff shall show,—

Title page to show:—

- (a) C.R.C. number of tariff in bold type in prominent position in upper margin, and immediately thereunder, in smaller type, the C.R.C. number or numbers of tariffs and supplements cancelled thereby. If, however, the number of cancelled tariffs is so large as to render it impracticable to thus enter them on title page, they may be shown on the following page, but specific reference to such list must be entered on title page in connection with the number of the tariff. Railways may place the railway number of the tariff in any place suitable to them. Separate serial numbers will be used for freight and passenger tariffs.

C.R.C. number and cancellation.

- (b) Name of the issuing or initial carrier, carriers, or agent, and immediately thereunder the name of other participating carriers. If the list of participating carriers exceeds ten in number or it is inconvenient to show the names on the title page, they may be shown elsewhere in the tariff, provided a note on the title page gives reference to the page on which such list will be found.

Names of carriers.

- (c) Reason for issue of schedule, thus "Advance", "Reduction", "New Rate", "No Change in Rates", etc.

Reason for issue.

- (d) Whether tariff is standard, special (local or joint), or competitive (local or joint).

Kind of tariff.

- (e) The traffic and the territory or points from and to which the tariff applies, briefly stated.

Territory.

- (f) Reference by name of the Classification governing the tariff or exceptions, if any.

Classification governing.

- (g) Date of issue and date effective.

Dates.

- (h) Name, title and address of the officer authorized by by-law to prepare and issue tariffs of tolls.

Names of proper officers.

30. Tariffs shall contain:—

- (a) An alphabetically arranged and complete index of all commodities upon which commodity rates are shown.

Contents of tariff:—
Index to commodities.

If the tariff contains so small a volume of matter that its title page or its interior arrangement plainly discloses its contents the table of contents may be omitted.

All the items relating to different kinds or species of the same commodity will be grouped together. For example, all items of coal should be under "Coal", and descriptive word or words to follow, as 'Coal'—'Anthracite'; 'Coal'—'Bituminous', etc.

Station index.

- (b) Alphabetically arranged and complete index of stations from which the tariff applies, and alphabetically arranged and complete index of stations to which the tariff applies. If the list contains stations in different provinces or states, the name of the province or state must be shown with the name of station.

Traffic territorial or group descriptions may be used to designate points to or from which rates named in the tariff apply, provided a complete list of such points arranged by traffic territory or group is printed in the tariff, or specific reference is given to the C.R.C. number of the issue that contains such list.

In this list the stations in each territorial group or description shall be arranged alphabetically, and the name or names of road upon which stations are located will be shown; or all of the stations in traffic territory or groups named in the tariff may be included in one alphabetical index, provided that the name or names of the road upon which stations are located and the traffic territorial or group description in which they belong are shown opposite the several stations.

Explanation of reference marks.

- (c) Explanation of reference marks or technical abbreviations used in the tariff, which should, if possible, be shown at the foot of the page in which such marks appear. If not so shown, reference must be given to the page in which the explanation is published.

Explanatory statements.

- (d) Such explanatory statement in clear and explicit terms regarding the rates and rules contained in the tariff as may be necessary to remove all doubt as to their proper application.

Rules governing tariff.

- (e) Rules and regulations which govern the tariff. Under this head, all of the rules, regulations, or conditions which in any way affect the rates named in the tariff shall be entered, except that a special rule applying to a particular rate shall be shown in connection with and on the same page with such rate, or particular reference made thereto in the station index.

No rule authorizing substitution.

- (f) No rule or regulation shall be included which, in any way, or in any terms, authorizes substituting for any rate named in the tariff, a rate found in any other tariff or made up on any combination or plan other than that clearly stated in specific terms in the tariff of which the rule and regulation is a part.

Simple arrangement.

- (g) The rates explicitly stated, together with the names or designation of the places from and to which they apply, all arranged in a simple and systematic manner. Complicated manner of arrangement or ambiguous terms must be avoided.

Routes.

- (h) The different routes via which tariff applies, together with appropriate reference to application of rates.

Common points.

- (i) The term 'Common points' shall not be used in any tariff for the purpose of indicating the points from or to which rates named therein apply, unless a full list of such points is printed in the tariff, or specific reference is given to the C.R.C. number of the issue that contains such list.

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- (j) The terms 'Grain Products,' 'Forest Products,' or similar terms must not be used in any tariff for the purpose of indicating the articles to which the rates apply, unless a full list of the articles intended to be included in, and covered by such terms, is printed in the tariff, or specific reference is given to the C.R.C. number of issue that contains such list. No general terms to cover commodities unless list published.

31. If a tariff or supplement to a tariff is issued, which conflicts with a part of another tariff or supplement to a tariff which is in force at the time, and which is not thereby cancelled in full, it shall specifically state the portions of such other tariffs which are thereby cancelled, and such other tariffs shall at once be correspondingly amended in the regular way. It will not be necessary to give on commodity tariffs or supplements, reference to class-rate tariffs that may be affected, nor to give on class-rate tariffs or supplements, reference to commodity tariffs. Conflicting tariffs or supplements to be amended.

32. When a tariff or rate is cancelled, the cancellation notice must show where the rate or rates will be found, or what rate or rates will thereafter apply. Cancellation of tariffs.

If a tariff or any portion thereof is cancelled with the purpose of applying in lieu thereof the rates shown in some other tariff, the cancellation notice shall make specific reference to the C.R.C. number of the tariff in which such rates will thereafter be found. Cancellation of a tariff also cancels all supplements to such tariff, if any in effect. If a tariff is cancelled by the issuance of a similar tariff to take its place, cancellation notice should not be given by supplement but by notice printed in the new tariff.

A tariff may only be cancelled by a supplement to that tariff or by a new tariff. Cancellation of one tariff by a supplement to another tariff will not be accepted.

Supplements to a tariff shall be numbered consecutively.

33. A consolidating supplement which brings forward reissued items, without change, from a former supplement, must bear the notation:— Consolidating supplements.

"Effective. except as noted in individual items:"

Reissued items brought forward without change, must show in a conspicuous form and convenient manner the following:—

"Reissued (in black type): effective (date on which item became effective) in Supplement No."

or where necessary reissued items may be indicated by symbol and explanatory note.

If any of the items have not become effective on the date of issue of the consolidating supplement, the appropriate symbol "A" or "R" must also be shown.

Each supplement subsequent to the first supplement to a tariff shall show on the title page thereof the numbers of the supplements which are in effect.

34. A tariff of less than three pages can have no supplement except for the purpose of cancellation, and the following note shall be printed in the upper margin of such tariffs: "No supplement will Number of effective supplements.

be issued to this tariff except for purpose of cancellation." Larger tariffs may have the following effective supplements:—

Tariffs of 3 to 8 pages, one supplement.

Over 8 to 48 pages, two supplements.

Over 48 pages, three supplements.

Changes in tariffs issued in loose leaf form must be made by reprinting both pages of the leaf to be substituted. If no change is made in one of the pages, the words "No Change" must be printed thereon. Such pages must be designated as: "First revised page. . .," "Second revised page. . .," etc., must show the C.R.C. number of the tariff, the issued and effective dates, and the name and title of the proper officer.

Amended item
or rule to be
reprinted.
Exception.

35. An amended item or rule must be printed in supplement in its entirety, except that in large items or rules which have the paragraphs lettered or numbered, the changed paragraph only need be published, provided proper reference is shown to such number or letter.

Cancelled
tariff cannot
be restored.

36. A tariff or supplement having once been cancelled cannot be restored. If it is desired to reinstate rates previously abrogated they must be covered by an entirely new schedule.

Tariff of
terminal
charges.

37. Unless shown in individual tariffs effected thereby, each carrier shall publish, with proper C.R.C. numbers, and file separate tariffs which shall contain in clear, plain and specific form and terms all the terminal charges, such as arbitraries, switching, icing, storage, elevation, etc., together with all other charges and rules which in any way increase or decrease the amount to be paid on any shipment as stated in the tariff which contains the rate applicable to such shipment.

Where the terminal charges as herein described are published in separate tariffs, reference thereto must be made in individual tariffs containing rates affected thereby.

Long and
short haul
clause.

38. Section 329, subsection 3, of the Railway Act in connection with special tariffs, provides that greater tolls shall not be charged therein for a shorter distance than for a longer distance over the same line, in the same direction, if such shorter distance is included in the longer distance. Tariffs issued between specific points in Canada containing rates which are not competitive under section 329, subsection 4, shall contain the following clause:—

"The rates named herein unless specifically indicated are maximum rates and must not be exceeded in the same direction from or to any intermediate points in the direct line of transit."

Tariffs naming freight rates from points in the United States to points in Canada or from points in Canada to points in the United States shall contain a rule to the effect that said rates, unless specifically indicated as being competitive, will apply as maxima to or from intermediate points *in Canada*.

Suspension and
restoration
of rail-and-
lake rates.

39. Tariffs containing rail-and-water rates applicable via routes upon which it is necessary to close navigation during a portion of the year, and which do not become effective and expire by specified expiration within the same season of navigation, may provide for suspension and restoration of the rail-and-water rates named therein under the following regulations:—

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(a) The following notation shall appear on the title page of the tariff:—

The rates named herein for rail-and-water transportation are subject to suspension at the close of navigation and restoration on the opening of navigation on notice as provided on page.....of this tariff.

(b) The rules referred to on title page shall provide that the closing and opening of navigation will be announced by supplement, also that shipments reaching the port of transshipment too late to be forwarded by vessel, or in excess of vessel capacity, will be subject to tariff rates via all-rail route in effect on the date of shipment from point of origin.

Such supplements announcing suspension and restoration of rail-and-water rates may be made effective on three days' notice, shall contain no other matter, and will not be counted against the number of supplements permitted by rule 34.

40. Under Order No. 4277, the Chairman of the Official, Western and Southern Classification Committees were authorized to file with the Board copies of the Classification and supplements thereto, on behalf of the railway Companies which file with the Board international freight tariffs subject to these Classifications. Every such railway company must authorize by power of attorney, Chairman of the Official, Western and Southern Classification Committees, to file with the Board such Classifications and supplements. Powers of attorney in the following form must be filed with the Board in duplicate when the duplicate copy will be stamped and returned as a receipt:—

Power of
Attorney for
agents issuing
classifications.

KNOW ALL MEN BY THESE PRESENTS:

That the (name of carrier) has made, constituted, and appointed, and by these presents does make, constitute and appoint (name of person appointed) its true and lawful attorney and agent for the said company, and in its name, place and stead to file with the Board of Railway Commissioners for Canada the (Official, Western or Southern, as the case may be) Classification and supplements thereto, as required by Section 322 of The Railway Act, and by regulations established by the Interstate Commerce Commission under the Act to Regulate Commerce, for the period of time and the territory now herein named:

And the said (name of carrier) does hereby give and grant unto its said attorney and agent full power and authority to do and perform all and every act and thing above specified as fully to all intents and purposes as if the same were done and performed by the said company, hereby ratifying and confirming all that its said agent and attorney may lawfully do by virtue hereof, and assuming full responsibility for the facts and neglects of its said attorney, and agent hereunder

In witness whereof the said company has caused these presents to be signed in its name by its President, and to be duly attested under its corporate seal by its Secretary, at..... in the State of on this day of in the year of Our Lord nineteen hundred and.....

The
(Name of Carrier)

By
(Its.....President)

Attest

.....
Secretary.

(Corporate Seal)

Advice of
freight rates
changes.

41. Railways subject to the jurisdiction of the Board or properly authorized Agents of such railways shall file in triplicate with each separate tariff or supplement which changes rates or regulations, a statement (suggested form appendix "B") giving the following information:—

- (a) The C.R.C. number of the tariff or supplement number thereto;
- (b) The effective date;
- (c) The commodity affected (if published under an item number, proper reference thereto to be given);
- (d) The points from, to or between which the rates apply;
- (e) Present and proposed rates in cents;
- (f) A concise statement of reasons for the change, which shall be sufficiently explicit to enable the Board to arrive at an intelligent understanding thereof.

If changes are made in regularly scaled class tariffs, a statement of the increase or decrease in the first-class rate will be sufficient.

If there is a general revision of class rates, such as those resulting from consolidation of railways, shortening of lines, new routes, etc., a general statement will be sufficient.

These statements (size 8 x 11 inches) should be headed "Freight Rate Changes," and be numbered consecutively in the upper right hand corner.

PASSENGER TARIFFS

Standard
passenger
tariffs.

42. In order to avoid the necessity, when actual working tariffs are filed as standard tariffs, of having any and all changes approved by the Board and subsequently published in *The Canada Gazette*, it is suggested that the maximum basis of rate per mile be filed with the Commission as the standard tariff under a C.R.C. number, and the working tariffs filed as special tariffs.

Filing joint
tariffs by
foreign
carriers.

43. It is not necessary to file joint passenger tariffs issued by foreign carriers not having lines in Canada.

Conductor's
tariff.

44. If conductors' passenger tariffs are printed which cover the same fares that are in an agent's tariff for the same territory, either with or without ten cents added, they need not be filed, provided the agent's tariff containing the fares has been filed.

Milk tariffs.
Sleeping and
Parlour Car
tariffs.

45. Tariffs for transportation of milk by passenger trains shall be designated "Special Tariff for Milk by Passenger Trains."

Emergency,
excursion
or other
passenger
traffic.

46. Sleeping and parlour car tolls shall be published in a separate tariff and filed under a separate series of C.R.C. numbers with the prefix "S."

47. Railways are occasionally offered excursion or other special passenger traffic which, if accepted, must be moved immediately or on less than three days' notice required by the Railway Act, for filing the necessary specific tariffs.

In order to facilitate the movement of such traffic, the railways are permitted to make application by telegraph or telephone to the Chief Traffic Officer for permission to file such tariffs on less than statutory notice.

Railways which file schedules showing fixed fares for excursions, conventions, etc., to be charged upon notice, may for excursions, conventions, etc., limited to not more than ten days from first selling

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date to final return limit, act immediately upon notice, under C.R.C. number, being filed at the stations from which tickets are to be sold, provided copy of such notice is at the same time mailed to the Chief Traffic Officer of the Board.

48. The title page of every passenger tariff shall show:—

Title page
to show:—

(a) C.R.C. number of tariff in bold type in prominent position in upper margin, and immediately thereunder, in smaller type, the C.R.C. number or numbers of tariffs and supplements cancelled thereby. If, however, the number of cancelled tariffs is so large as to render it impracticable to thus enter them, they may be shown on the following page, but specific reference to such list must be entered on title page in connection with the number of the tariff. Railways may place the railway number of the tariff in any place suitable to them. Separate serial C.R.C. numbers will be used for freight and passenger tariffs.

C.R.C.
number and
cancellations.

(b) Name of issuing or initial carrier, carriers, or agent, and immediately thereunder the names of other participating carriers.

Names of
carriers.

NOTE.—On International Joint Tariffs, it will be sufficient to show the names of the Canadian carriers, and directly under, the words: "And connecting lines in the United States."

(c) Reason for issue of schedule, thus "Advance," "Reduction," "New fares," "No Change in fares," etc.

Reason
for issue.

(d) Whether tariff is Standard, Special (local or joint), or competitive (local or joint).

Kind of
tariff.

(e) The territory or points from and to which the tariff applies, briefly stated.

Territory.

(f) Date of issue and date effective. Also date of limitation if any.

Issue and
effective dates.

(g) Name, title, and address of officer authorized by by-law to prepare and issue tariffs of tolls.

Name of
proper officer.

49. Tariffs shall contain, in the order named:—

Tariff shall
contain:—

(a) Table of contents, full and complete.

Table of
contents.

(b) Alphabetically arranged and complete index of stations from which the tariff applies, and alphabetically arranged and complete index of stations to which the tariff applies. If the lists contain stations in different provinces or states, the name of the province or state must be shown with name of station. If the number of originating and destination points be not too large, they may be shown on title page of tariff. Traffic territorial or group descriptions may be used to designate points to or from which fares named in the tariff apply, provided a complete list of such points, arranged by traffic territories or groups, is printed in the tariff or specific reference is given to the C.R.C. number of the issue that contains such list. In this list, the stations on each line of road shall be grouped together alphabetically and under the name of the road. If, in naming fares in the tariff, points of origin and of destination are arranged alphabetically, or alphebetically by provinces or roads, alphabetical index of stations may be omitted.

Station
index.

(c) Explanation of reference marks and technical abbreviations used in the tariff.

Explanation
of marks.

Routing.	(d) Routing under the tariff. If the fares apply via more than one route or gateway, the route or gateway shall be shown in connection with the fare, or the different routes shall be specified and each route be given a number, in which event the routing to each point or destination named in the tariff will be shown by placing opposite thereto, in a column headed "Route," the proper route number or numbers.
Explanatory statements.	(e) Such explanatory statement in clear and explicit terms regarding the fares and rules contained in the tariff, as may be necessary to remove all doubt as to their proper application.
Rules governing tariff.	(f) Rules and regulations which govern the tariff. Under this head, all of the rules, regulations, or conditions which, in any way affect the fares named in the tariff, shall be entered, except that a special rule applying to a particular fare shall be shown in connection with and on the same page with such fare.
No rule authorizing substitution.	(g) No rule or regulation shall be included which in any way or in any terms authorizes substituting for any fare named in the tariff a fare found in any other tariff, or made up on any combination or plan other than that clearly stated in specific terms in the tariff, of which the rule or regulation is a part, unless reference is made by C.R.C. number to such other tariff. These rules shall include the rules governing stop-over privileges and the general baggage regulations, and also schedules of excess baggage rates, unless such excess baggage rates are shown in tariff in connection with the fares, or are published in separate tariffs, and referred to under C.R.C. number as filed.
Fares and points.	(h) The fares, explicitly stated, together with the names of the places from and to which they apply, all arranged in a simple and systematic manner. Complicated or ambiguous plans or terms must be avoided.
Terms for excursion fares.	50. Tariffs naming fares for excursions may state such fares in such terms as "One first-class fare for the round-trip," "One first-class fare and a third for the round-trip," "One first-class fare plus . . . cents for the round-trip."
Head line and side line points.	51. In naming fares in local passenger tariffs, points will be arranged geographically, and the points on main line shall appear first in order, followed by points on branch lines diverging from main line and other branch line points by a rule. Points shown at the top of column of fares will be known as "head-line points," and each column will be designated by a letter or number, or, if necessary, by a combination of two letters. Points shown at the side of the columns of fares will be known as "side-line points," and will be numbered consecutively. The alphabetical index of stations provided for will show the location of fares to or from each station by head-line letters or numbers and side-line numbers.
Basing and proportional fares.	52. A carrier may apply through ticket fares to or from stations, to or from which no joint fare is published, by using lawfully published bases, locals or proportionals in connection with other lawfully published tariffs. Tariffs containing basing fares must specify clearly the extent and manner of their use, and tariffs that are specially intended for use in connection with published basing fares must show the C.R.C. number of tariffs in which bases can be found.

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53. The term "Common points" shall not be used in any tariff for the purpose of indicating the points from or to which fares named therein apply, unless a full list of such points is printed in the tariff, or specific reference is given to the C.R.C. number of the issue that contains such list. Term Common Points not to be used unless list published.

54. If a tariff or supplement to a tariff is issued which conflicts with a part of any other tariff or supplement to a tariff which is in force at the time, and which is not thereby cancelled in full, it shall specifically state the portions of such other tariffs which are thereby cancelled, and such other tariffs shall at once be correspondingly amended in the regular way. Cancellation of conflicting tariffs or fares.

55. If a tariff is cancelled with the purpose of applying in lieu thereof the fares shown in some other tariff, the cancellation notice shall make specific reference to the C.R.C. number of tariff in which such fares will thereafter be found. Cancellation of a tariff also cancels supplements to such tariff, if any in effect. If a tariff is cancelled by the issuance of a similar tariff to take its place, cancellation notice should not be given by supplement, but by notice printed in a new tariff. Cancellation notice to show where fare will thereafter be found.

56. Supplements to a tariff shall be numbered consecutively, and there shall be in effect at no time more than two supplements to any tariff. Consecutive numbering of supplements—number in effect.

57. A tariff or supplement having once been cancelled cannot be restored. If it is desired to reinstate fares previously abrogated, they must be covered by an entirely new schedule. Cancelled tariff cannot be restored

A. D. CARTWRIGHT,
Secretary.

APPENDIX "A"

(Name of Railway)

TRAFFIC DEPARTMENT

.....192..

(Place and date)

Advice No.

The Chief Traffic Officer,
Railway Commission for Canada,

Ottawa, Canada.

Dear Sir,—In compliance with the requirements of the Railway Act, I transmit herewith, for filing with the Commission, copies of tariffs as follows:—

Supplement Number	Tariff C.R.C. Number	Date Taking effect	Description

(Name)

(Title)

APPENDIX "B"

No.....

(Name of Railway) .

.....192..
(Place and date)

FREIGHT RATE CHANGES

C.R.C. No... Tariff No... Supp. No...

Date Effective..

Description (Class or Commodity)

[illegible]

Reason for change..

(Name)

(Title)

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GENERAL ORDER No. 399

In the matter of Section 345 of the Railway Act, 1919, and the form of free or reduced rate transportation returns to be filed with the Board.

File No. 496.27.

THURSDAY, the 1st day of May, A.D. 1924.

Whereas the said section 345 provides, inter alia, for the making of periodical returns, duly verified by affidavit, to the Board in respect of the carriage of traffic free, or at reduced rates, by companies within the legislative authority of the Parliament of Canada; and that it shall be the duty of the Board to examine such returns with a view to seeing that the law has been observed;

And whereas the Board has, under General Order No. 365, specified certain dates for the filing of the said periodical returns,—

The Board Therefore Orders:

That the returns required to be filed with the Board by each company subject to its jurisdiction, under clause 1 (d) and clause 2 of the said General Order No. 365, shall comprise the following particulars:—

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1. A general statement indicating the number of all free annual and trip passes and reduced rate transportation, issued under each respective series to—
 - (a) the directors of the company and to their families;
 - (b) such officers, agents, and employees of the company as are at the time of the issue of transportation carried on the pay-roll, and their families;
 - (c) such retired, pensioned, furloughed, or superannuated officers and employees of the company as are carried on the company's official list of such retired, pensioned, furloughed, or superannuated employees, and to their families; and
 - (d) officers, agents, and employees of other railway and steamship companies, and their families, upon application of the officer authorized to make requests for free transportation.

Provided, however, that the company shall keep records available and convenient for examination, whenever necessary, of such data and information as will justify the lawful issue of all or any of the free or reduced rate transportation issued by the company, and all such records, pay-rolls, and such official lists of retired, pensioned, furloughed, or superannuated officers and employees upon which free transportation has been issued, shall be at all times available for the inspection of the Board.

2. A detailed statement as to all other persons to whom free or reduced rate transportation, for passenger and freight traffic, has been issued under the provisions, of sub-clauses (a), (c), and (d) of subsection (1) of section 345 of the Railway Act, 1919, or, of the orders of the Board, or of Special Acts of Parliament, during the period covered by the returns, indicating kind of passes, series, and numbers, names, description, and territory.

3. The affidavit of verification covering all such returns shall be made and sworn to by an officer of the company having full knowledge of all such free or reduced, rate transportation issued by the company, and having access to all the records necessary to justify the issue thereof, and such affidavit of verification shall specify—

- (a) That the affiant is an officer of the company having full knowledge of all the free and reduced rate transportation for passenger or freight traffic issued by the company, and has the custody of, or access to, all the records of the company from which the returns of such transportation are made up under the provisions of section 345 of the Railway Act, 1919;
- (b) That to the best of such officer's knowledge and belief, all free or reduced rate transportation included in such return, has been issued in compliance with the provisions of the Railway Act, 1919, and of the orders and regulations of this Board, and that none of the same has been issued that is not authorized by law.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 400

In the matter of the rates on ex-lake grain when milled, bagged, cleaned, or clipped at lake ports or in transit and reshipped to Montreal, Quebec, and Atlantic seaboard ports for export. *File No. 8641.87.*

WEDNESDAY, the 14th day of May, A.D. 1924.

Upon considering the submissions of certain milling companies and the representations made on behalf of the Canadian National and the Canadian Pacific Railway Companies,—

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The Board orders: That all railway companies subject to its jurisdiction who publish tariffs containing rates on ex-lake grain when milled, bagged, cleaned, or clipped at lake ports or in transit and reshipped to Atlantic sea-board ports for export shall, effective not later than May 26, 1924, amend the said tariffs by publishing the following rates, namely:—

From	To	Rates in cents per 100 pounds
Collingwood, Ontario.....	Montreal, Quebec.....	17½
Depot Harbour, Ontario.....	Quebec, Quebec.....	
Goderich, Ontario.....	St. John, New Brunswick.....	
Midland, Ontario.....	West St. John, New Brunswick.....	
Port Colborne, Ontario.....	Halifax, Nova Scotia.....	18½
Port McNicoll, Ontario.....	Portland, Maine.....	
	Boston, Massachusetts.....	
	East Boston, Massachusetts.....	
Tiffin, Ontario.....	New London, Connecticut.....	

The rates named above to apply on carload shipments of grain milled, bagged, cleaned, or clipped at shipping points specified; also on carload shipments ex-lake when milled, bagged, cleaned, or clipped in transit at other stations within Canada, and to include stop-off charge of 1 cent per 100 pounds, but exclusive of charge for out of line haul, if any.

To	From	Rates in Cents per 100 Pounds	
		Grain Flour	Other Grain Products
	Collingwood, Ontario.....	22	23
Baltimore, Maryland.....	Depot Harbour.....	24½	25½
Philadelphia, Pennsylvania.....	Goderich, Ontario.....	21	22
New York, New York.....	Midland, Ontario.....	22	23
Weehawken, New Jersey.....	Port Colborne, Ontario.....	18½	19½
	Port McNicoll, Ontario.....	22	23
	Tiffin, Ontario.....	22	23

The rates named above, plus stop-off charge of 1 cent per 100 pounds, and charge for out of line haul, if any, will also apply on carload shipments of grain, ex-lake, milled, bagged, cleaned, or clipped in transit at other stations within Canada.

F. B. CARVELL,
Chief Commissioner.

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GENERAL ORDER No. 401

In the matter of the Rules and Regulations governing the Construction and Filing of Freight and Passenger Schedules with the Board. File No. 606.

THURSDAY, the 15th day of May, A.D. 1924.

Whereas General Order No. 177, dated January 10, 1917, requires that tariffs of freight rates from points in the United States to points in Canada shall include, or be supplemented by, a rule to the effect that the said rates, unless specifically indicated as being competitive, will apply to intermediate points in Canada not enumerated in the said tariffs;

And whereas the provisions of the said General Order No. 177 have now been published in Circular No. 204, approved by General Order No. 398, dated April 11, 1924,—

The Board therefore orders: That the said General Order No. 177 be, and it is hereby rescinded.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 402

In the matter of the consideration of the question of the adoption of Rules and Regulations for Safety Appliances on electric locomotives in road and switching service. File No. 9610.1.

MONDAY, the 19th day of May, A.D. 1924.

In pursuance of the powers vested in it under sections 34 and 287 of the Railway Act, 1919, and of all others powers possessed by the Board in that behalf; and upon reading the representations filed on behalf of the Brotherhood of Locomotive Firemen and Enginemen, the Brotherhood of Locomotive Engineers, the Railway Association of Canada, the British Columbia Electric Railway Company, Limited, Michigan Central Railroad Company, Canadian National Railway Company, Oshawa Railway Company, Canadian Pacific Railway Company, and the London & Port Stanley Railway Company.

The Board orders: That the railway companies subject to the jurisdiction of the Board adopt and put into force, not later than the 30th day of June, 1925, the Rules and Regulations for Safety Appliances on Electric Locomotives in Road and Switching Service, attached hereto marked "A."

F. B. CARVELL,
Chief Commissioner.

"A"

RULES AND REGULATIONS FOR SAFETY APPLIANCES ON ELECTRIC LOCOMOTIVES IN ROAD AND SWITCHING SERVICE

SPECIFICATIONS COMMON TO ALL ELECTRIC LOCOMOTIVES

Box Steps.—Steps with back stops, generally similar to those specified for steam locomotives, shall be provided for getting on and off locomotives.

Electric Headlights.—Electric locomotives shall be equipped with power headlights the same as for steam locomotives. They shall also be equipped

with a bell not less than thirty (30) pounds minimum in weight, with an automatic bell ringer attachment, also a strong sounding (chime) air whistle.

Brakes.—Electric locomotives shall be equipped with good serviceable power brakes, also with efficient hand brakes, which will operate in harmony with the power brakes.

Signal Lamps.—Locomotives to be equipped with classification and marker lamps, and marker lamp holders and brackets, as per standard operating rules.

Uncoupling Levers.—

Number.—Two (2) double levers, operating from either side.

Dimensions.—Levers shall extend across the end of the locomotive frame not more than twelve (12), preferably nine (9), inches from the side of the frame, with a guard bent on the handle to give not less than two (2) inches clearance around the handle.

Location.—One on each end of the locomotive.

Application.—Uncoupling levers shall be securely fastened with not less than one-half inch bolts or rivets, and to be so arranged that it can be operated from the ground.

Couplers.—Locomotives shall be equipped with automatic couplers at both ends, as specified by M.C.B. Regulations, providing 12-inch additional clearance between block, or end sill, and inside face of closed knuckle on locomotives in switching service handling passenger equipment.

BOX TYPE OF ELECTRIC LOCOMOTIVE OPERATED BY PANTOGRAPH ON MAIN LINE SERVICE

Box type of electric locomotives to be equipped with two running boards on the roof, one on each side running from each end of roof to pantograph; width of running boards to be not less than 10 inches on new equipment, or on old equipment, where possible, and an iron hand railing, amply secured, with a minimum of 6 inches high, to be installed above the running board, or in case there is no running board, above that portion of the roof to which the hand railing is attached.

Platforms.—In all cases where box type locomotives are built with extension or open platforms, they shall be equipped with platform hand rails not less than 30 inches high. Vertical and horizontal handholds shall be attached to the body of the locomotive the same height as the end railing, with a minimum clearance between the body of the locomotive and the handhold of not less than two inches.

Pilots.—Road locomotives shall be equipped with strong, efficient pilots at each end, attached to the frame of the locomotive or truck, and well braced from the heel to the frame of the locomotive, projecting twenty-four and one-half ($24\frac{1}{2}$) inches from the heel of the pilot to the nose. Pilots to be provided with footboards attached to the pilot on each side of the couplers, not less than seven (7) inches in width and a minimum of fourteen (14) inches in length. If made of wood, they shall not be less than one and one-half ($1\frac{1}{2}$) inches thick, with a back stop four (4) inches above tread.

Uncoupling Levers.—The same as specified for steeple type of electric locomotives—number, dimensions, location, and application the same.

Pilot Handholds.—The same as steeple type of electric locomotives in regard to the number, dimensions, location, and application.

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BOX TYPE OF LOCOMOTIVE USED IN TUNNEL AND SWITCHING SERVICE WITH
NON-PLATFORM ENDS

Shall be equipped the same as box type of locomotive, with the exception of pilots. Footboards shall be provided the same as for steeple type of locomotive. They shall also be equipped with an end ladder at one end, located on the left side, giving easy access from the end door of the locomotive to the roof of same.

Two or four wrought iron bracket steps shall be provided, one on each side of the coupler, not less than five (5) by five (5) by one-half ($\frac{1}{2}$) inch, bolted or riveted with one-half inch bolts or rivets, to the end sill or plate of the locomotive, located approximately fourteen (14) inches from the centre line of the coupler and two (2) inches below the centre line of the coupler.

A bracket step shall be provided to the entrance to the end door approximately three feet four inches (3 feet 4 inches) in length by seven (7) inches wide.

Horizontal handholds shall also be provided on the end sill of the locomotive, made of one-inch minimum diameter iron, the one on the right to be not less than twenty-two (22) inches in length, the one on the left to be approximately thirty-eight (38) inches in length, to be continued along the side of the locomotive for two feet five inches (2 feet 5 inches), supported by bolts or rivets one-half inch in diameter. The handhold on the left side to be supported by three bolts or rivets; two of which will be on the end sill, the second one to be ten (10) inches from the side of the locomotive. The inside end of the handholds to be located about three (3) feet from the side of the housing.

Two handholds also to be provided, one on each side of the door, not less than five feet five inches (5 feet 5 inches) in length, made of one-inch diameter iron, with two-inch clearance between the end of the locomotive and the handhold; also two horizontal handholds, not less than two feet six inches (2 feet 6 inches) in length, one (1) inch in diameter, below the window, located approximately two (2) feet seven (7) inches above the floor level.

STEEPLE TYPE OF ELECTRIC LOCOMOTIVE

Protecting Rail.—Open platforms on steeple type of electric locomotive shall be protected, by a railing made of a minimum size of one and one-quarter ($1\frac{1}{4}$) inches outside diameter iron pipe, securely fastened to the locomotive frame, and shall be not less than forty-one (41) inches high. If possible, this railing shall be continuous across the back end over the coupler. This railing must be supported by not less than three uprights on the back (this includes the two corner side uprights) and at least one upright on the blind side of the motor. If there are two doors on each side of the motor housing, side railing must be run to within two feet of the cab, the end upright forming a handhold for steps giving access to cab doors.

Handholds.—Two vertical handholds shall also be provided on the sides of the motor cab, with a two-inch clearance, made of one inch iron running from the frame of the locomotive to the same height as the railing.

Footsteps.—Footsteps shall also be provided at all openings to motor house doors. These steps to be two or three in number—wood or iron—; the height of the lower step from the rail to be not more than twenty-two (22) inches; all footsteps to be equipped with four-inch risers attached to back of tread. Sillsteps exceeding twenty-one (21) inches in depth shall have additional treads, and shall be securely fastened to the frame of the locomotive by not less than one-half inch bolts or rivets. Handholds and Sillsteps shall also be provided near each end of the sides of the locomotive. The length of tread

of sillstep shall be not less than twelve (12) inches by seven (7) inches in width, the same to be provided with risers not less than four (4) inches in depth. Handholds made of three-quarter ($\frac{3}{4}$) and seven-eighths ($\frac{7}{8}$) inch round iron, preferably seven-eighths ($\frac{7}{8}$), securely fastened to the frame of the locomotive, to be located over the rear sillstep, and as nearly central with the steps as it is possible to get them, with a clearance of two inches between the frame and the handhold.

Footboards.—Number—Two or more. Dimensions.—Minimum width of tread ten inches, wood. Minimum thickness of tread one and one-half inches, preferably two inches. If cut in centre, inner ends must be protected by risers. Minimum height of backstop, four inches above tread. Footboards to be supported by four wrought iron brackets, not less than three-quarters by three inches ($\frac{3}{4}$ by 3 inches). Height from top of rail to top of tread, not more than twelve (12) nor less than nine (9) inches.

Location.—At both ends. Where locomotives are used in both switching and main line service, they shall be equipped with a pilot, which shall also be equipped with two footboards, one on each side of the coupler, or pilot, not less than seven (7) inches in width and a minimum of fourteen (14) inches in length. If made of wood, the same shall be not less than one and one-half ($1\frac{1}{2}$) inches thick with a back stop four inches above tread.

Pilot Handholds:

Number.—Two.

Dimensions.—Minimum diameter, five-eighths ($\frac{5}{8}$) of an inch, wrought iron or steel. Minimum clear length, fourteen (14), preferably sixteen (16) inches. Minimum clearance two inches.

Location.—On the end of engine frame. If uncoupling lever extends across the end of the locomotive and is seven-eighths ($\frac{7}{8}$) of an inch or more in diameter, securely fastened, with a clearance of two inches, it is a handhold.

Application.—Pilot handholds shall be securely fastened with not less than one-half inch bolts or rivets.

GENERAL ORDER NO. 403

In the Matter of the application of the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen for an Order directing the railway companies subject to the jurisdiction of the Board to install electric lights in all classification lamps on engines equipped with electricity.

File No. 6511.8.

FRIDAY, the 6th day of June, A.D. 1924.

Upon hearing the application at the sittings of the Board held in Ottawa, February 7, 1923, in the presence of representatives of the applicants, the Canadian Pacific and the Canadian National Railway Companies, and the Michigan Central Railroad Company, and what was alleged,—

The Board Orders: That all railway companies subject to the jurisdiction of the Board install electric lights in the classification and marker lamps of all locomotive engines in service which are now, or in future may be, equipped with electric light instalations; all engines put in service in the future with

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electric light installations to have the electric light installed in the classification and marker lamps before entering the service; and all engines now in service and so equipped to have electric lights placed in the classification and marker lamps not later than December 31, 1925.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 404

In the matter of the question of hand rails and small foot rests on the outside of cabs of locomotives; and a railing on the tender to prevent men from slipping off when they are passing over the tender, or when the locomotive is taking coal or water.

File No. 22223

WEDNESDAY, the 9th day of July, A.D. 1924.

Upon reading what is filed on behalf of the Railway Association of Canada and the railway companies affected; and upon the report and recommendation of its Chief Operating Officer,—

The Board orders as follows:—

1. That the railway companies subject to the jurisdiction of the Board, with the exception of the Boston and Maine, Maine Central, Rutland, and New York Central Railroad Companies and the Great Northern Railway Company (which are engaged in international traffic), be, and they are hereby, directed to equip all locomotives of 100,000 pounds, or over, with hand rails on the sides of the cabs above the windows, near the top of the cab, and running the entire length of the same, and to continue across the front of the cab. Where it is not practicable to extend the railing across the front of the cab, suitable hand-holds shall be provided; the rails to have a clearance of two inches between the inner side of the rail and the outside wall of the cab, and to be supported by columns to make them secure.

2. That where the running boards do not project beyond the side of the cab, an additional piece be added, to project not less than one inch from the side of the cab, and running the full length of same.

(a) That all locomotive tenders of the coal-hopper type, equipped with hoppers 24 inches and over, shall have a hand-railing on both sides of the coal-hopper, to run the full length of the same and across the back end,—the same to have a clearance of not less than two inches between the inner side of the rail and the outside wall of the fuel well, and to be located near the top, but not to project above. Hoppers less than 24 inches high shall be equipped with a railing on both sides and across the back, on the top of the hopper, to measure 8 inches over all from top of hopper, back walls sloping towards the front of hoppers excepted.

(b) That when necessary to renew equipment now in service, and for all future construction, coal hoppers must be designed so as to provide a sidewalk the full length of the hopper, with a minimum width of 8 inches.

(c) That all locomotive tenders of the open-top type be equipped with a railing on both sides, on top of the coping, to measure 8 inches over all from top of coping, the said rails to run the full length of the fuel storage well, or clear of the back coal wall, on the tender.

(d) That on the spaces back of the coal wall, where the water manhole is located, a railing be provided projecting 8 inches above the top of the tank and running around both sides and back of the tank. Where tenders of engines are

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equipped with a coping 8 inches high, on the space back of the coal wall, the coping will be accepted as a railing.

(c) That the said railing (c) and (d), if made of round iron or of iron pipe, be not less than 1 inch in diameter, supported by columns.

3. That the top of the tender behind the fuel space and the running boards on the coal hopper type be kept clean; that suitable covers be provided for the filling holes; and that, where a coping is in use behind the fuel space, means must be provided to carry off waste water.

4. That plans showing the proposed foot rests and the railings on tenders be filed for the approval of the Board.

5. That General Order No. 171, as amended by General Order No. 172, made herein, be, and it is hereby, rescinded.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 405

In the matter of the General Order of the Board No. 404, dated July 9, 1924, directing railway companies subject to the jurisdiction of the Board to equip all locomotives of 100,000 pounds or over with hand-rails on the sides of the cabs above the windows, near the top of the cab, and running the entire length of the same, and to continue across the front of the cab.

File No. 22223.

WEDNESDAY, the 6th day of August, A.D. 1924.

Upon reading what is filed on behalf of the Central Vermont Railway Company; and the report and recommendation of its Chief Operating Officer,—

The Board orders: That the said General Order No. 404, dated July 9, 1924, be amended by adding the words, "the Central Vermont Railway Company," after the word "Companies" in the third line of paragraph 1 of the order.

F. B. CARVELL,
Chief Commissioner.

GENERAL ORDER No. 406

In the matter of the General Order of the Board, No. 404, dated July 9, 1924, directing railway companies subject to the jurisdiction of the Board to equip all locomotives of 100,000 pounds or over with hand-rails on the sides of the cabs above the windows, near the top of the cab, and running the entire length of the same, and to continue across the front of the cab.

File No. 22223.

TUESDAY, the 19th day of August, A.D. 1924.

Upon reading what is filed on behalf of the Northern Pacific Railway Company, and the report and recommendation of its Chief Operating Officer,—

The Board orders: That the said General Order No. 404, dated July 9, 1924, be amended by adding the words "the Northern-Pacific Railway Company," before the words "and the Great Northern Railway Company," in the fourth line of paragraph 1 of the order.

S. J. McLEAN,
Assistant Chief Commissioner.

SESSIONAL PAPER No. 33

GENERAL ORDER No. 407

In the matter of filing passenger tariffs by foreign railway companies.

File No. 606.

FRIDAY, the 5th day of September, A.D. 1924.

Upon its appearing that the filing of certain passenger tariffs by foreign railway companies is neither necessary nor desirable, and upon the report and recommendation of the Assistant Chief Traffic Officer of the Board and in pursuance of the powers conferred upon it by section 341 of the Railway Act, 1919, and of all other powers possessed by it in that behalf, the Board orders as follows:

(1) Foreign railway companies not owning, controlling or operating lines of railway in Canada shall not be required to file passenger tariffs with the Board.

(2) Foreign railway companies owning, controlling or operating lines of railway in Canada shall not be required to file passenger tariffs with the Board specifying the fares to be charged between points in the United States through Canada.

(3) Concurrences from intermediate Canadian carriers in passenger tariffs specifying the fares to be charged from points in Canada to points in the United States, to be filed with the Board.

S. J. McLEAN,

Assistant Chief Commissioner.

GENERAL ORDER NO. 408

In the matter of various complaints against certain tariffs of the Canadian Pacific and the Canadian National Railway Companies, arising out of the restoration of Crowsnest Pass Rates, so-called:

File No. 32812.1

TUESDAY, the 14th day of October, A.D. 1924.

Upon hearing the matter at the sittings of the Board held in Ottawa, September 17, 18, 22, 23, 24, 25, and 26, 1924, in the presence of counsel for and representatives of the Railway Association of Canada, the Canadian Pacific, Canadian National, and Toronto, Hamilton and Buffalo Railway Companies, the provinces of British Columbia, Alberta, Saskatchewan, Manitoba, Nova Scotia, New Brunswick, and Prince Edward Island, the cities of Edmonton, Saskatoon, and Brantford, the towns of Victoriaville and Smiths Falls, the Boards of Trade of Edmonton, Saskatoon, Toronto, Montreal, and Smiths Falls, the Chamber of Commerce and the manufacturers of Brantford, the Ontario Associated Boards of Trade and Chambers of Commerce, the Canadian Manufacturers' Association, the Kitchener and Waterloo Manufacturers' Association, the British Columbia Railway Rates Adjustment Association, British American Paint Company of Victoria, Acadia Sugar Refinery Company, Limited, Atlantic Refinery Company, Manitoba Rolling Mills Company, the National Dairy Council, the Canadian Council of Agriculture, the Fruit Growers of Canada, Eastern Furniture Company, Limited, Chair Manufacturing Company, Plymouth Cordage Company, Page-Hersey Tube Company, the Canadian Roofing Manufacturers' Association, and Frost and Wood, the evidence offered, and what was alleged,—

The Board Orders that the following tariffs, namely,—

Canadian Pacific Railway, C.R.C. No. E-4137,
 Canadian National Railway, C.R.C. No. E-765,
 Canadian Pacific Railway, C.R.C. No. W-2757,
 Canadian National Railway, C.R.C. No. W-391,

be, and they are hereby, disallowed and required to be withdrawn from operation within fifteen days from the date of this order.

H. A. McKEOWN,
Chief Commissioner.

GENERAL ORDER NO. 409

In the matter of the application of the Bell Telephone Company of Canada, hereinafter called the "Applicant Company," under Section 375 of the Railway Act, 1919, for approval of Exchange and Toll Line form of Agreement No. 650 A in substitution for the form No. 650, approved by General Order No. 375, dated March 17, 1923, on file with the Board under case No. 538.

WEDNESDAY, the 5th day of November, A. D. 1924.

Upon reading what is filed in support of the application and the consents of the Ontario Railway and Municipal Board and the Public Service Commission of the province of Quebec, filed,—

The Board Orders: That the said Exchange and Toll Line Form of Agreement No. 650 A, to be entered into between the applicant company and any other company, municipality or corporation having authority to construct or operate a telephone system or line, on file with the Board under case No. 538 be, and it is hereby, approved,

2. That General Orders No. 114, and 375, dated respectively November 12, 1913, and March 17, 1923, made herein, be, and they are hereby, rescinded.

S. J. McLEAN,
Assistant Chief Commissioner.

GENERAL ORDER No. 410

WEDNESDAY, the 19th day of November, A.D. 1924.

In the matter of the complaint of the Vancouver Machinery Depot, Limited, respecting the practice of railway companies in requiring shippers to load and block, brace or stake, for safe transportation less than carload shipments weighing 2,000 pounds or over per piece or package handled in box cars:

File No. 18663.35.

Upon hearing the matter at the sittings of the Board held in Vancouver, June 23, 1924, in the presence of representatives of the applicant company and the Canadian Freight Association, and what was alleged; and upon the report of its Chief Traffic Officer,—

The Board declares: That the present requirement of railway companies that freight, in less than carload quantities, weighing 2,000 pounds or over per piece or package, loaded in box-cars by owners, shall, when necessary, be blocked, braced, or staked for safe transportation by such owners, is not unreasonable and may be continued.

S. J. McLEAN,
Assistant Chief Commissioner.

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GENERAL ORDER No. 411

FRIDAY, the 19th day of December, A.D. 1924.

In the matter of the application of the Railway Association of Canada for certain amendments to Rules 93 and 99 of the General Train and Interlocking Rules, in order to provide for the method of operation now employed by certain of its member railways, under so-called Special Instruction "E":

File No. 4135.26

Whereas, by General Order No. 322, dated December 10, 1920, all railway companies subject to the jurisdiction of the Board were required to withdraw the said Special Instruction "E" from their respective working time-tables, and thereafter observe the Uniform Code of Rules for Canadian Railways, approved by General Order No. 42, dated July 12, 1909, the necessary changes and instructions to employees to become effective June 1, 1921;

And whereas the time within which the said changes and instructions might become effective was extended, by General Orders Nos. 340, 343, and 397, until June 15 and September 1, 1921, and August 1, 1924, respectively, or until further order of the Board.

And whereas an appeal from the Board's General Order 397, dated April 16, 1924, to the Governor General in Council is still pending.

And whereas the Governor General in Council, by Order in Council P.C. 2140, dated December 11, 1924, rescinds the sanction given by Orders in Council P.C. 1405 of By-law No. 98 of the Canadian Pacific Railway Company; P.C. 1824, of by-law dated September 3, 1924, of the Quebec Central Railway Company; and P.C. 1934, of by-law No. 4 of the Central Canada Railway Company, in so far only as such sanction is applicable to rule 93A,—

The Board Orders: That the time within which the said changes and instructions may become effective be, and it is hereby, further extended until the 31st day of January, 1925, or until further order of the Board.

H. A. McKEOWN,
Chief Commissioner.

GENERAL ORDER No. 412

FRIDAY, the 19th day of December, A.D. 1924.

In the matter of the General Order of the Board No. 403, dated June 6, 1924, requiring all railway companies subject to the jurisdiction of the Board to install electric lights in the classification and marker lamps of all locomotive engines in service which are now, or in future may be, equipped with electric light installations:

File No. 6511.8

Upon reading what is filed on behalf of the Boston and Maine Railway Company, and the report and recommendation of its Chief Operating Officer,—

The Board orders: That the said General Order No. 403, dated June 6, 1924, be, and it is hereby, amended by adding the words, "except the Boston and Maine Railway Company," after the word "Board" in the second line of the operative part of the order.

S. J. McLEAN,
Assistant Chief Commissioner.

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DOMINION OF CANADA

BY-ELECTIONS HELD DURING THE YEAR 1924

REPORT OF THE CHIEF ELECTORAL OFFICER

Pursuant to Subsection 6 of Section 72 of the Dominion
Elections Act, 10-11 Geo. V, chapter 46

PUISSANCE DU CANADA

ÉLECTIONS PARTIELLES TENUES PENDANT L'ANNÉE 1924

RAPPORT DU DIRECTEUR GÉNÉRAL DES ÉLECTIONS

Conformément au paragraphe 6 de l'article 72 de la Loi des
élections fédérales, 10-11 Geo. V, chapitre 46



OTTAWA
F A ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1925

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The following report on the by-elections held in the year 1924 is printed pursuant to the provisions of subsection 6 of Section 72 of the Dominion Elections Act, 10-11 George V, c. 46.

O. M. BIGGAR,
Chief Electoral Officer.

Le rapport suivant sur les élections partielles tenues pendant l'année 1924 est imprimé conformément aux dispositions du paragraphe 6 de l'article 72 de la Loi des élections fédérales, 10-11 George V, c. 46.

O. M. BIGGAR,
Directeur général des élections.

REPORT OF BY-ELECTIONS, 1924

RAPPORT DES ÉLECTIONS PARTIELLES, 1924

PROVINCE OF ONTARIO—PROVINCE D'ONTARIO

HASTINGS, WEST RIDING—(DIVISION OUEST)

Population—1921, 34,451

Cause of vacancy.—Resignation of Edward Guss Porter, June 27, 1924.

Cause de la vacance.—La démission de M. Edward Guss Porter, le 27 juin 1924.

Returning officer } Walter C. Boardman, Stirling, Ont.
Officier rapporteur }

Nomination { November 11, 1924.
le 11 novembre 1924.

Writ dated, October 7, 1924.

Bref émis le 7 octobre 1924.

Election { November 25, 1924.
le 25 novembre 1924.

Candidates' CHARLES EDWARD HANNA, Belleville, merchant.

Candidats (EDWARD GUSS PORTER, Belleville, barrister-at-law.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	C. E. Hanna	E. G. Porter			
Belleville, Foster Ward.....	1	U	89	60	1	150	213
" "	1A	U	103	43	1	147	192
" "	2	U	71	48		119	160
" "	2A	U	63	55	1	119	162
" Samson Ward.....	3	U	66	42		108	170
" "	3A	U	64	45		109	158
" "	4	U	58	61	1	120	160
" "	4A	U	64	55	1	120	157
" "	5	U	57	68		125	184
" "	5A	U	74	48		122	176
" Ketcheson Ward....	6	U	54	55		109	162
" "	6A	U	54	48	2	104	162
" "	7	U	85	81		166	211
" "	7A	U	95	66		161	222
" "	8	U	103	95	3	201	254
" Baldwin Ward.....	9	U	61	53	2	116	185
" "	9A	U	54	47	1	102	187
" "	10	U	73	75		148	223
" "	10A	U	58	78	1	137	209
" "	10B	U	64	44		108	168
" "	11	U	76	79		155	243
" "	11A	U	79	88		167	246
" Blecker Ward.....	12	U	69	36		105	196
" "	12A	U	70	48		118	186
" "	13	U	62	50		112	213
" "	13A	U	68	53		121	197
" "	14	U	60	28		88	165
" "	14A	U	70	40		110	165
" Coleman Ward.....	15	U	105	54	1	160	210
" "	15A	U	75	63		138	198
" "	16	U	91	39		130	190
" "	16A	U	70	70	1	141	182
" "	17	U	102	90	1	193	260
" "	17A	U	107	66		173	258
" Murney Ward.....	18	U	84	69	1	154	223
" "	18A	U	110	68		178	207
" "	19	U	61	74	1	136	228
" "	19A	U	75	60		135	211
" "	20	U	57	62		119	160

HASTINGS, WEST RIDING—(DIVISION OUEST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	C. E. Hanna	E. G. Porter			
Belleville, Murney Ward.....	20A	U	43	64		107	154
“ “	21	U	55	77		132	180
“ “	21A	U	50	67		117	173
“ “	22	U	84	88		172	262
“ “	23	U	75	50		125	172
“ “	23A	U	74	48	2	124	170
Sydney, Avondale.....	24	R	60	76		136	
“ “	24A	R	70	64	2	136	419
“ Gilberts.....	25	R	101	55		156	179
“ Harders.....	26	R	84	114	2	200	259
“ “	26A	R	119	61	2	182	266
“ Town Hall.....	27	R	58	32		90	
“ “	27A	R	80	108		188	322
“ Sniders.....	28	R	94	79		173	211
“ Glen Ross.....	29	R	57	60		117	
“ “	29A	R	71	58		129	318
“ Turners.....	30	R	108	122		230	308
Frankford.....	31	R	95	144		239	271
“ “	31A	R	75	70		145	
“ “	31B	R	71	65	1	137	317
Trenton, East Ward.....	32	U	99	93	2	194	291
“ “	32A	U	83	96		179	268
“ “	33	U	89	80		169	275
“ “	33A	U	90	92	1	183	273
“ “	33B	U	54	93		147	224
“ “	33C	U	66	75	3	144	242
“ Centre Ward.....	34	U	71	87		158	282
“ “	34A	U	89	70		159	280
“ “	35	U	53	37		90	164
“ “	35A	U	40	53		93	158
“ West Ward.....	36	U	106	74	1	181	286
“ “	36A	U	113	73	1	187	291
“ “	36B	U	116	65		181	283
“ “	36C	U	59	49		108	175
“ “	36D	U	56	41		97	150
“ “	37	U	54	54		108	198
“ “	37A	U	74	57		131	230
“ “	37B	U	56	75		131	216
Huntingdon, Moira.....	38	R	38	68		106	
“ “	38A	R	29	69		98	311
“ West Huntingdon.....	39	R	44	102		146	230
“ Ivanhoe.....	40	R	43	96		139	200
“ White Lake.....	41	R	31	139		170	219
“ Moira Lake.....	42	R	36	38	1	75	139
Faraday, No. 2 School.....	43	R	107	37		144	
“ “	43A	R	72	39		111	300
“ “	44	R	28	8		36	43
Wallaston.....	45	R	112	116	7	235	
“ “	45A	R	56	51	4	111	517
Herschel.....	46	R	114	34		148	206
“ “	46A	R	52	12	4	68	114
Bancroft.....	47	R	130	113		243	
“ “	47A	R	59	63		122	421
Marmora, Village.....	48	R	89	150	1	240	
“ “	48A	R	91	136	2	229	531
Marmora, Township.....	49	R	53	56		109	123
“ Beaver Creek.....	50	R	74	52		126	145
“ Malone.....	51	R	25	68		93	120
“ Delora.....	52	R	59	49	1	109	133
“ Lynch's.....	53	R	12	9		21	24
“ Carman.....	54	R	32	46		78	116
Hicklow and McClure.....	55	R	63	32		95	
“ “	55A	R	78	24		102	295
Bangor.....	56	R	71	22		93	147

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HASTINGS, WEST RIDING—(DIVISION OUEST)—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	C. E. Hanna	E. G. Porter			
Rawdon, Ridge Road.....	57	R	57	145	.....	202	252
“ Allen School.....	58	R	89	75	.....	164	.....
“ “.....	58A	R	78	22	.....	100	307
“ Town Hall.....	59	R	107	81	.....	188	206
“ Minto.....	60	R	76	102	.....	178	212
“ Springbrook.....	61	R	44	121	3	168	.....
“ “.....	61A	R	26	41	.....	67	286
“ Bonar Law.....	62	R	57	122	.....	179	232
Stirling, Village.....	63	R	72	134	.....	206	.....
“ “.....	63A	R	34	54	.....	88	327
“ “.....	64	R	126	109	.....	235	262
Delora, Village.....	65	R	43	125	2	170	180
Belleville {Advance.....	1	.....	88	48	.....	136	.....
“ {Provisoire.....	2	.....	27	23	1	51	.....
	117	.....	8,315	7,901	62	16,278	22,518

Majority for }
Majorité pour } Charles Edward Hanna, 414.

PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC

RICHELIEU

Population—1921, 18,764

Cause of vacancy.—Acceptance by Pierre Joseph Arthur Cardin of an office of emolument under the Crown,
January 30, 1924.

Cause de la vacance.—L'acceptation par Pierre Joseph Arthur Cardin d'une charge rétribuée sous la Cou-
ronne, le 30 janvier 1924.

Returning officer }
Officier rapporteur } Alfred Guévremont, Sorel, Qué.

Nomination { February 27, 1924.
le 27 février 1924.

Writ dated, January 30, 1924.

Bref émis le 30 janvier 1924.

Acclamation:—L'Honorable Pierre Joseph Arthur Cardin, de Sorel, Qué., avocat.

RIMOUSKI

Population—1921, 27,590

Cause of vacancy.—Acceptance by Joseph Emile Stanislas Emmanuel d'Anjou, of the office of Registrar of Deeds for the county of Rimouski, July 19, 1924.

Cause de la vacance.—L'acceptation par Joseph Emile Stanislas Emmanuel d'Anjou de la charge de régistrateur du comté de Rimouski, le 19 juillet 1924.

Returning officer }
Officier rapporteur } Charles d'Anjou, Rimouski, Qué.

Nomination { August 19, 1924.
 { le 19 août 1924.

Writ dated, July 19, 1924.
Bref émis le 19 juillet 1924.

Election { September 2, 1924.
 { le 2 septembre 1924.

Candidates EUGÈNE FISET, Rimouski, rentier.
Candidats JEAN-MARIE JOSEPH ELZÉAR SASSEVILLE, Rimouski, avocat.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on lists — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eugène Fiset	J.M.J.E. Sasseville			
Mont Joli (Advance provisoire)	1		27	17		44	
Rimouski, Town (ville).....	1	U	123	81		204	252
“ “	2	U	80	109		189	214
“ “	3	U	153	78		231	258
“ “	4	U	51	34		85	125
“ “	5	U	91	75		166	189
“ “	6	U	67	56	1	124	150
“ “	6A	U	93	65	1	159	169
“ “	7	U	43	74		117	123
“ “	8	U	26	74		100	116
Mont Joli, Village.....	9	U	138	100	2	240	293
“ “	10	U	71	28		99	118
“ “	11	U	157	66		223	276
“ “	12	U	82	57		139	183
“ “	13	U	79	74		153	180
“ “	14	U	74	103		177	221
St-Mathieu.....	A-J	R	70	27		97	177
“ “	K-Z	R	70	18		88	152
St-Simon.....	A-I	R	83	36		119	154
“ “	J-Z	R	70	58	1	129	148
St-Fabien.....	A-D	R	98	40	1	139	171
“ “	E-Z	R	62	57		119	143
“ “	18	R	141	81		222	279
“ “	19	R	96	28		124	152
“ “	E-Z	R	92	36		128	154
Bic, Village.....	20	R	99	96		195	267
“ “	21	R	58	79	3	140	198
“ Parish (Paroisse).....	22	R	86	58		144	182
“ “	23	R	81	139		220	253
St-Valérien.....	A-F	R	33	96	1	130	164
“ “	G-Z	R	53	99		152	186
Sacré Coeur.....	A-H	R	38	70		108	124
“ “	I-Z	R	110	52		162	187
Rimouski, Parish (Paroisse)...	26	R	103	61		164	207
“ “	A-J	R	78	51		129	157
“ “	K-Z	R	90	66		156	179
“ “	28	R	68	104		172	209
Ste-Blandine.....	A-L	R	98	64		162	198
“ “	M-Z	R	116	23		139	160
“ “	29A	R	102	42		144	165
St-Narcisse.....	31	R	118	43	3	164	225
Pointe-au-Père.....	32	R	118	59		177	202

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RIMOUSKI—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on lists — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Eugène Fiset	J.M.J.E. Sasseville			
St-Anaclet..... A-L	33	R	177	83	.....	260	293
“..... M-Z	33A	R	111	48	.....	159	198
Neigette.....	34	R	77	28	.....	105	150
Luceville.....	35	R	76	81	.....	157	205
Ste-Luce.....	36	R	91	48	6	145	195
“.....	37	R	110	74	1	185	207
St-Donat..... A-L	38	R	145	63	.....	208	238
“..... G-Z	38A	R	131	63	.....	194	237
St-Gabriel..... A-K	39	R	91	64	.....	155	176
“..... L-Z	39A	R	105	72	.....	177	204
“.....	40	R	120	70	.....	190	234
St-Marcellin.....	41	R	65	29	.....	94	108
Les Hauteurs..... A-K	42	R	109	21	2	132	162
“..... L-Z	42A	R	94	23	.....	117	167
Ste-Flavie.....	43	R	85	61	.....	146	181
“.....	44	R	55	40	.....	95	120
St-Joseph-de-Lepage.....	45	R	108	74	1	183	205
Ste-Angèle.....	46	R	152	79	.....	231	283
“.....	47	R	77	107	1	185	200
“ Village.....	48	R	136	74	1	211	241
	62	.....	5,701	3,876	25	9,602	11,664

Majority for } Eugène Fiset, 1,825
Majorité pour }

ST. ANTOINE

Population—1921, 32,394.

Cause of vacancy.—Resignation of Walter George Mitchell, May 14, 1924.

Cause de la vacance.—La démission de Walter George Mitchell, le 14 mai 1924.

Returning officer } Charles Leblanc, Montreal, Que.
Officier-rapporteur }Nomination { August 19, 1924.
le 19 août 1924.Writ dated, July 19, 1924.
Bref émis le 19 juillet 1924.Election { September 2, 1924.
le 2 septembre 1924.

Candidates/WILLIAM JAMES HUSHION, Montreal, merchant.

Candidates/WILLIAM MASSEY BIRKS, Montreal, merchant.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						
Name—Nom	No.	Urban or rural — Urbain ou rural	As determined on a recount — Tel que déterminé sur un décompte		As reported by the Returning Officer — Tel que rapporté par l'officier-rapporteur				
			W. M. Birks	W. J. Hushion	W. M. Birks	W. J. Hushion	Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Montreal, City (Cité).	1	U	35	125	34	126	2	162	242
" " "	2	U	12	30	12	31	.....	43	62
" " "	3	U	30	42	30	42	.....	72	154
" " "	4	U	33	154	34	153	.....	187	272
" " "	5	U	21	142	21	143	1	165	263
" " "	6	U	51	79	54	84	3	141	179
" " "	7	U	40	80	41	80	.....	121	184
" " "	8	U	42	143	41	143	.....	184	257
" " "	9	U	66	122	66	125	.....	191	223
" " "	10	U	33	100	34	100	.....	134	143
" " "	11	U	29	178	29	178	.....	207	277
" " "	12	U	15	129	14	130	.....	144	207
" " "	13	U	47	86	47	86	.....	133	198
" " "	13A	U	31	72	32	72	.....	104	147
" " "	14	U	42	108	54	125	5	184	276
" " "	15	U	Rejected	Rejeté	22	169	.....	191	255
" " "	16	U	30	158	30	160	3	193	249
" " "	17	U	38	108	41	118	3	162	214
" " "	17A	U	27	86	27	86	.....	113	142
" " "	18	U	50	153	50	156	.....	206	285
" " "	19	U	33	115	31	114	5	150	196
" " "	19A	U	39	54	39	54	.....	93	120
" " "	20	U	38	167	38	167	2	207	272
" " "	21	U	25	167	23	163	.....	186	273
" " "	22	U	42	136	42	136	.....	178	242
" " "	22A	U	15	104	15	104	.....	119	180
" " "	23	U	20	140	20	143	2	165	212
" " "	23A	U	11	48	13	53	.....	66	105
" " "	24	U	81	106	79	107	7	193	290
" " "	25	U	54	143	54	143	3	200	276
" " "	25A	U	37	99	36	98	5	139	226
" " "	26	U	51	86	51	85	1	137	183
" " "	26A	U	35	82	35	82	3	120	204
" " "	27	U	48	77	48	78	.....	126	176
" " "	27A	U	29	65	28	65	1	94	143
" " "	28	U	51	65	51	65	.....	116	152
" " "	28A	U	69	52	69	52	1	122	176
" " "	29	U	53	82	53	81	1	135	180
" " "	30	U	61	29	61	29	2	92	149
" " "	31	U	56	21	60	21	.....	81	144
" " "	32	U	75	34	76	34	.....	110	209
" " "	33	U	47	47	47	47	94	140
" " "	34	U	62	34	62	34	96	149
" " "	35	U	57	43	73	55	3	131	186
" " "	36	U	80	13	80	13	93	158

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ST. ANTOINE—*Con.*

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour						
Name—Nom	No.	Urban or rural — Urbain ou rural	As determined on a recount — Tel que déterminé sur un décompte		As reported by the Returning Officer — Tel que rapporté par l'officier-rapporteur				
			W. M. Birks	W. J. Hushion	W. M. Birks	W. J. Hushion	Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Montreal, City (Cité).	37	U	106	32	93	32	15	140	203
" " "	38	U	95	64	95	65	.....	160	225
" " "	39	U	57	30	55	30	2	87	129
" " "	40	U	119	24	120	24	1	145	220
" " "	41	U	91	46	91	46	.....	137	212
" " "	42	U	113	35	113	37	2	152	209
" " "	43	U	118	45	115	45	4	164	266
" " "	44	U	77	27	77	27	4	108	164
" " "	45	U	106	32	109	32	1	142	188
" " "	46	U	142	22	141	22	1	164	285
" " "	47	U	103	39	107	38	2	147	220
" " "	48	U	76	14	77	14	.....	91	177
" " "	49	U	78	24	78	29	5	112	225
" " "	50	U	68	39	71	41	.....	112	160
" " "	51	U	112	22	124	23	3	150	252
" " "	52	U	57	5	57	5	.....	62	101
" " "	53	U	75	17	74	17	2	93	126
" " "	54	U	80	22	81	23	.....	104	162
" " "	55	U	105	25	105	25	.....	130	191
" " "	56	U	113	11	109	10	7	126	226
" " "	57	U	112	51	117	66	1	184	263
" " "	58	U	79	29	79	29	12	120	203
" " "	58A	U	76	20	72	20	4	96	148
Advance (Provisoire).	.....	.....	4	13	5	14	.....	19	.....
	69	.....	4,003	4,792	4,062	5,044	120	9,226	13,525

Majority for }
Majorité pour } William James Hushion, 789.

15 GEORGE V, A. 1925

TÉMISCOUATA

Population—1921, 44,310

Cause of vacancy.—Death of Charles Arthur Gauvreau, October 9, 1924.

Cause de la vacance.—Décès de Charles Arthur Gauvreau, le 9 octobre 1924.

Returning officer } J. O. Girard, Rivière-du-Loup, Qué.
Officier rapporteur }Nomination { November 17, 1924.
le 17 novembre 1924.Writ dated, October 16, 1924.
Bref émis le 16 octobre 1924.Election { December 1, 1924.
le 1er décembre 1924.

Candidates } JEAN-FRANÇOIS POULIOT, Rivière-du-Loup, avocat.

Candidats } LOUIS EUGÈNE PARROT, Rivière-du-Loup, médecin.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	L. E. Parrot	J. F. Pouliot			
Rivière-du-Loup.....	1	U	60	120	1	181	207
".....	2	U	53	222	7	282	330
".....	3	U	118	158	2	278	320
".....	4	U	59	171	.....	230	292
".....	5	U	91	206	.....	297	340
".....	6	U	38	150	1	189	223
".....	7	U	83	152	.....	235	277
".....	8	U	56	137	1	194	231
".....	9	U	111	154	.....	265	322
".....	10	U	74	112	.....	186	228
".....	11	U	62	196	.....	258	315
".....	12	U	62	172	.....	234	290
St-Antoin.....	13	R	51	155	.....	206	250
".....	14	R	65	159	3	227	292
St-Epiphan.....	15	R	61	98	.....	159	197
".....	16	R	47	116	1	164	199
".....	17	R	25	61	.....	86	156
".....	18	R	22	60	4	86	119
St-Modeste.....	19	R	85	154	2	241	289
Cacouna (Par.).....	20	R	48	162	3	213	274
" (Vil.).....	21	R	32	196	.....	228	304
St-Louis-du-Ha-Ha.....	22	R	31	187	.....	118	200
".....	23	R	39	85	5	129	200
".....	24	R	90	90	.....	180	269
Notre-Dame des Sept Douleurs	25	R	18	81	.....	99	142
Notre-Dame du Portage.....	26	R	72	83	.....	155	195
St-Patrice (Rivière-du-Loup)...	27	R	61	132	2	195	228
".....	28	R	35	125	2	162	174
St-Mathias-de-Cabano.....	29	R	29	128	.....	157	244
".....	30	R	44	148	4	196	245
".....	31	R	81	125	1	207	280
".....	32	R	51	128	3	182	269
Squatteck.....	33	R	118	109	.....	227	247
Ste-Rose-du-Dégélé.....	34	R	102	142	2	246	353
".....	35	R	95	45	.....	140	213
".....	36	R	75	96	3	174	285
St-Paul-de-la-Croix.....	37	R	34	101	.....	135	167
".....	38	R	64	60	.....	124	167
St-Clément.....	39	R	71	51	1	123	163
".....	40	R	66	27	.....	93	162
".....	41	R	37	29	1	67	100
St-Cyprien.....	42	R	59	97	.....	156	253
".....	43	R	64	41	.....	105	164
St-Eloi.....	44	R	83	105	.....	188	200
".....	45	R	33	80	.....	113	180
St-Eusèbe.....	46	R	101	49	150	194
St-Honoré.....	47	R	75	117	2	194	215
".....	48	R	46	92	138	214
".....	49	R	12	44	56	56

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TÉMISCOUATA—Con.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	L. E. Parrot	J. F. Pouliot			
Rivière Bleue.....	50	R	45	142	.....	187	209
“.....	51	R	48	120	4	172	200
“.....	52	R	58	103	.....	161	207
“.....	53	R	33	87	.....	120	207
Les Etroits.....	54	R	156	36	2	194	200
Glendyne.....	55	R	88	29	3	120	207
St-Arsène.....	56	R	88	102	2	192	245
“.....	57	R	84	61	.....	145	210
St-Jean-de-Dieu.....	58	R	61	86	3	150	188
“.....	59	R	43	103	1	147	187
“.....	60	R	74	69	.....	143	217
“.....	61	R	73	74	2	149	228
St-Hubert.....	62	R	87	54	2	143	219
“.....	63	R	46	75	4	125	219
“.....	64	R	88	53	.....	141	164
“.....	65	R	52	11	.....	63	94
St-Jean-Baptiste Isle Verte.....	66	R	66	135	1	202	265
“.....	67	R	50	137	9	196	264
“.....	68	R	26	136	2	164	188
“.....	69	R	49	170	1	220	274
Trois-Pistoles (Vil.).....	70	R	93	162	2	257	261
“.....	71	R	113	91	4	208	260
“.....	72	R	94	82	2	178	260
“..... (Par.).....	73	R	142	83	1	226	292
“.....	74	R	82	79	.....	161	194
“.....	75	R	83	126	1	210	271
Notre-Dame-du-Lac.....	76	R	87	65	3	155	200
“.....	77	R	60	95	1	156	195
“.....	78	R	31	117	1	149	165
“.....	79	R	25	79	.....	104	164
St-Dominique.....	80	R	80	40	1	121	164
St-David d'Estcourt.....	81	R	121	74	2	197	251
St-Pierre d'Estcourt.....	82	R	72	42	1	115	163
St-Françoise.....	83	R	43	76	.....	119	185
“.....	84	R	70	97	5	172	185
Rivière-du-Loup {Advance.....}			44	60	.....	104	
“ {Provisoire..}							
	85	.....	5,544	8,759	111	14,414	18,636

Majority for }
Majorité pour } Jean-François Pouliot, 3,215

PROVINCE OF NEW BRUNSWICK
PROVINCE DU NOUVEAU-BRUNSWICK

NORTHUMBERLAND

Population—1921, 33, 985.

Cause of vacancy.—Death of John Morrissy, July 31, 1924.
Cause de la vacance.—Décès de John Morrissy, le 31 juillet 1924.

Returning officer } William A. Skidd, Chatham, N.B. Nomination { September 23, 1924.
Officier-rapporteur } { le 23 septembre 1924.

Writ dated, August 22, 1924. Election { October 7, 1924.
Bref daté le 22 août 1924. { le 7 octobre 1924.

Candidates WILLIAM BUNTING SNOWBALL, Chatham, lumberman.
Candidats J CLIFFORD PATRICK HICKEY, Chatham, druggist.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste	
Name—Nom	No.	Urban or rural — Urbain ou rural	C. P. Hickey	W. B. Snowball				
Newcastle.....	A-B	1	U	78	55	.....	133	250
“.....	C	1	U	82	31	.....	116	197
“.....	D-F	1	U	71	55	.....	126	219
“.....	G-K	1	U	104	69	.....	173	316
“.....	L-Mc	1	U	102	50	.....	152	274
“.....	M-P	1	U	96	66	.....	163	321
“.....	Q-S	1	U	74	79	.....	154	265
“.....	T-Z	1	U	63	39	.....	102	180
Douglastown.....	A-L	2	R	65	130	.....	202	316
“.....	M-Z	2	R	105	92	.....	200	289
Lower Newcastle.....		3	R	116	102	.....	220	284
Beaver Brook.....		4	R	7	60	.....	69	120
Bartibog Bridge.....		5	R	94	29	.....	123	170
New Jersey.....		6	R	74	90	.....	168	197
St. Wilfred.....		7	R	76	39	.....	116	174
Fair Isle.....		8	R	19	89	.....	112	173
Negua.....		9	R	69	73	.....	144	170
“.....	9A	R		65	112	.....	177	211
Tabucintac.....	A-Mc	10	R	103	124	.....	230	329
“.....	M-Z	10	R	106	91	.....	197	271
Portage River.....	A-L	11	R	84	83	.....	171	249
“.....	M-Z	11	R	66	47	.....	123	166
Derby.....	A-N	12	R	74	49	.....	123	297
“.....	O-Z	12	R	73	50	.....	124	115
Quarryville.....		13	R	68	47	.....	128	189
North Esk.....		14	R	78	66	.....	144	189
Protectionville.....		15	R	29	34	.....	63	80
Whitneyville.....		16	R	79	73	.....	152	223
Matchett's.....	A-M	17	R	51	53	.....	104	209
“.....	Mc-Z	17	R	70	58	.....	128	139
Blackville (Renous).....	A-H	18	R	51	64	.....	115	402
“.....	I-Z	18	R	64	87	.....	151	215
Blackville.....	A-M	19	R	77	92	.....	169	267
“.....	Mc-Z	19	R	133	89	.....	222	349
Howard.....		20	R	45	26	.....	71	100
Upper Blackville.....		21	R	48	60	.....	108	155
Doaktown.....	A-M	22	R	46	170	.....	218	264
Doaktown.....	Mc-Z	22	R	29	109	.....	138	196
Blissfield.....		23	R	44	108	.....	152	218
Ludlow.....		24	R	74	149	.....	223	363
Holtville.....	24½		R	31	42	.....	75	112
Borestown.....		25	R	33	50	.....	83	133
Nelson.....	A-K	26	R	154	52	206	339
“.....	L-Z	26	R	149	74	223	304
Barnaby River.....		27	R	114	45	159	210

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NORTHUMBERLAND—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	C. P. Hickey	W. B. Snowball			
Chelmsford.....	28	R	89	107	1	197	265
Hardwoods.....	A-M 29	R	74	113	.....	187	222
".....	Mc-Z 29	R	113	119	3	235	289
Bay-du-Vin.....	A-M 30	R	28	47	.....	75	.....
".....	N-Z 30	R	73	119	.....	192	348
Rogersville.....	A-G 31	R	97	115	2	214	251
".....	H-Z 31	R	58	131	3	192	280
Rosaireville.....	32	R	34	96	.....	130	151
Pleasant Ridge.....	33	R	40	88	.....	128	172
Colette.....	34	R	68	90	1	159	232
Scott's.....	35	R	44	43	.....	87	140
Red Bank.....	36	R	69	115	.....	184	273
Somers Bridge.....	37	R	111	54	.....	165	217
Loggieville.....	A-L 38	R	96	80	.....	176	257
".....	M-Z 38	R	91	128	.....	219	314
Chatham Head.....	A-M 39	R	98	53	.....	151	313
".....	Mc-Z 39	R	167	48	.....	215	225
Chatham.....	A-B 40	U	64	75	.....	139	243
".....	C 40	U	97	65	.....	162	259
".....	D-F 40	U	72	94	.....	166	284
".....	G-I 40	U	80	119	.....	199	288
".....	J-L 40	U	85	99	14	198	325
".....	M 40	U	72	99	2	173	274
".....	Mc 40	U	79	131	6	216	351
".....	N-R 40	U	52	80	.....	132	230
".....	S-V 40	U	39	119	3	161	291
".....	W-Z 40	U	41	70	.....	111	175
Chatham, Rural.....	40	R	35	108	2	145	204
Napan.....	41	R	44	104	3	151	209
Sweezy's.....	42	R	11	52	.....	63	70
St. Margarets.....	43	R	61	40	.....	101	118
Black River Bridge.....	44	R	68	169	.....	237	275
	77	.....	5,583	6,222	83	11,885	17,754

Majority for } William Bunting Snowball, 639.
Majorité pour }

PROVINCE OF BRITISH COLUMBIA PROVINCE DE LA COLOMBIE-BRITANNIQUE

YALE

Population—1921, 35,698

Cause of vacancy.—Death of John Armstrong MacKelvie, June 4, 1924.

Cause de la vacance.—Décès de John Armstrong MacKelvie, le 4 juin 1924.

Returning officer \ Wellington Clifton Kelley,
Officier rapporteur / West Summerland, B.C.

Nomination { October 23, 1924.
le 23 octobre 1924.

Election { November 6, 1924.
le 6 novembre 1924.

Writ dated, September 17, 1924.

Bref émis le 17 septembre 1924.

Candidates GROTE STIRLING, KELOWNA, civil engineer and fruit grower.

Candidats / DANIEL WILBUR SUTHERLAND, Kelowna, merchant.

Polling Divisions Arrondissements de scrutin			Ballots cast for Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Grote Stirling	Daniel Wilbur Sutherland			
Allen Grove.....	1	R	10	13	.....	23	57
Allenby and Copper Mountain..	2	R	9	12	.....	21	75
Armstrong.....	3	R	96	91	2	189	992
".....	4	R	97	87	.....	184	
".....	5	R	104	92	8	204	
".....	6	R	92	81	1	174	
Ashton Creek and Hupel.....	7	R	38	52	.....	90	111
Bear Creek.....	8	R	16	10	.....	26	33
Benvoulin.....	9	R	43	52	.....	95	107
Beaverdell.....	10	R	10	21	.....	31	54
Blakeburn.....	11	R	30	64	7	101	198
B. X.....	12	R	101	33	2	136	190
Bridesville.....	13	R	20	35	.....	55	77
Boundary Falls.....	14	R	5	24	.....	29	35
Brown's Creek.....	15	R	6	24	.....	30	46
Cascade.....	16	R	40	40	1	81	91
Carmi.....	17	R	5	7	.....	12	16
Cawston.....	18	R	33	36	.....	69	103
Coalmont.....	19	R	33	41	.....	74	90
Commonage.....	20	R	28	4	.....	32	50
Coldstream.....	20A	R	115	28	.....	143	216
Chute Lake.....	21	R	7	4	.....	11	16
Deep Creek.....	23	R	14	30	.....	44	60
Hullear.....	23A	R	29	46	.....	75	88
Eholt.....	24	R	5	10	.....	15	24
Ellison.....	25	R	29	75	.....	104	125
Enderby.....	26	R	107	86	3	196	456
".....	27	R	79	91	8	178	
Swings Landing (Killiney and Short's Point).....	28	R	23	3	1	27	70
Falkland.....	29	R	22	34	.....	56	66
Fife.....	30	R	16	23	.....	39	47
Glenmore.....	31	R	59	45	.....	104	105
Grandview Bench.....	32	R	6	25	2	33	36
Glenemma.....	33	R	5	27	1	33	57
Grindrod.....	34	R	46	43	.....	89	118
Grand Forks.....	35	R	141	98	2	241	874
".....	36	R	125	118	.....	243	
".....	37	R	91	106	3	200	
Greenwood.....	38	R	92	109	1	202	243
Heywood's Corner.....	40	R	15	48	1	64	76
Hedley.....	41	R	83	34	1	118	153
Hilton, Cherryville and Sugar Lake.....	42	R	35	35	70	97

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YALE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Grote Stirling	Daniel Wilbur Sutherland			
Joe Rich.....	44	R	7	8	.....	15	18
Kelowna (East) (Est).....	46	R	95	52	.....	147	187
Kelowna City (Cité).....	47	U	107	112	1	220	287
“.....	48	U	86	122	2	210	264
“.....	49	U	104	132	1	237	311
“.....	50	U	99	137	2	238	299
“.....	51	U	117	148	.....	265	352
“.....	52	U	89	108	3	200	254
“.....	52A	U	46	81	1	128	177
Kelowna (South), (Sud).....	53	R	89	34	2	125	139
Keddeston.....	54	R	13	15	.....	28	45
Kaleden.....	55	R	42	23	.....	65	66
Keremeos.....	56	R	88	44	.....	132	315
“.....	56A	R	82	39	.....	121	.....
Lavington.....	57	R	54	20	.....	74	112
Lumby and Blue Springs.....	58	R	75	114	1	190	264
Mabel Lake.....	59	R	25	13	.....	38	48
Mara.....	61	R	29	45	1	75	97
Mineola.....	62	R	2	7	.....	9	30
Midway and Motherlode.....	63	R	38	49	1	88	130
Naramata.....	64	R	76	57	.....	133	176
Nickel Plate.....	65	R	13	32	.....	45	40
Okanagan Falls.....	66	R	42	26	2	70	83
Okanagan Centre.....	67	R	19	24	.....	43	56
Okanagan Landing.....	68	R	73	61	1	135	175
Okanagan.....	69	R	65	28	3	96	150
Oliver.....	70	R	71	49	.....	120	360
“.....	70A	R	51	63	2	116	.....
Osoyoos.....	71	R	29	14	.....	43	50
Oyama.....	72	R	95	59	1	155	204
Penticton.....	73	U	130	91	.....	221	.....
“.....	73A	U	79	66	.....	145	.....
“.....	74	U	90	52	.....	142	.....
“.....	75	U	94	80	2	176	.....
“.....	76	U	90	55	1	146	2,339
“.....	77	U	98	114	2	214	.....
“.....	78	U	94	77	1	172	.....
“.....	79	U	88	65	.....	153	.....
“.....	80	U	45	51	.....	96	.....
Paulson.....	81	R	2	3	1	6	15
Peachland.....	82	R	137	62	2	201	236
Princeton.....	83	R	76	109	3	188	546
“.....	84	R	81	64	.....	145	.....
Riverside.....	85	R	31	33	.....	64	111
Rock Creek.....	86	R	44	22	.....	66	96
Reid and Wilson Landing.....	87	R	6	2	.....	8	11
Rutland.....	88	R	123	103	3	229	287
Sidley.....	89	R	4	17	.....	21	34
Silver Creek.....	91	R	15	51	1	67	93
Vernon.....	93	U	80	87	.....	167	.....
“.....	94	U	85	87	.....	172	.....
“.....	95	U	67	60	1	128	.....
“.....	96	U	82	68	3	153	2,064
“.....	97	U	84	80	.....	164	.....
“.....	98	U	89	82	.....	171	.....
“.....	99	U	128	101	3	232	.....
“.....	100	U	98	62	1	161	.....
Summerland.....	101	R	54	56	1	111	326
“.....	102	R	58	69	.....	127	.....
West Summerland.....	103	R	125	102	1	228	586
“.....	104	R	112	134	2	248	.....
Tulameen.....	105	R	11	18	.....	29	51

YALE—Con.

Polling Divisions — Arrondissements de scrutin			Ballots cast for — Bulletins déposés pour		Rejected ballots — Bulletins rejetés	Total vote — Vote total	Voters on list — Electeurs sur la liste
Name—Nom	No.	Urban or rural — Urbain ou rural	Grote Stirling	Daniel Wilbur Sutherland			
Trinity Valley.....	106	R	8	8	.....	16	18
Westbank.....	107	R	65	69	1	135	150
Westbridge.....	108	R	18	21	1	40	49
Christian Valley.....	108A	R	7	9	.....	16	20
Winfield and Wood's Lake.....	109	R	64	65	1	130	187
Penticton, Advance (Provisoire)	1A	.....	11	40	3	54	.....
Totals—Totaux.....	110	.....	6,354	5,988	102	12,444	17,160

Majority for } Grote Stirling, 366.
Majorité pour }

Formal Judgment and Reasons for Judgment
of the Supreme Court of Canada
in the matter of

THE RESTORATION OF THE CROWSNEST PASS RATES

and the General Order of the Railway Board
disallowing the tariffs of the Canadian Pacific
and the Canadian National Railway Companies

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1925

CROWSNEST PASS AGREEMENT

JUDGMENT OF THE SUPREME COURT OF CANADA

In the matter of various complaints against certain tariffs of the Canadian Pacific and the Canadian National Railway Companies, arising out of the restoration of the Crowsnest Pass Rates, so-called.

And in the matter of the General Order of the Board No. 408, dated October 14, 1924, disallowing such tariffs, and the application for leave to appeal to the Supreme Court of Canada.

Leave granted to appeal upon the following questions:—

Question 1: Whether, as a matter of law, the Board is empowered, under the jurisdiction conferred upon it by the Railway Act, or otherwise, to authorize railway rates upon the railway of the Canadian Pacific Railway Company in excess of the maximum rates referred to in the Crowsnest Pass Act, being chapter 5, 60-61 Victoria, Statutes of Canada, and in the agreement therein referred to, upon the commodities therein mentioned.

Answer 1: No.

Question 2: If the court shall be of the opinion that the Crowsnest Pass Act or agreement is binding upon the Board of Railway Commissioners for Canada, then, according to the construction of the Crowsnest Pass Act, section 1, clause (d), and the agreement made thereunder.

(a) I. Are the rates therein provided applicable to traffic westbound from Fort William and from all points east of Fort William now on the Canadian Pacific Railway Company's railway?

Answer: No.

(a) II. Are such rates confined to westbound traffic originating at Fort William and at such points east of Fort William as were, at the date of the passing of the Act and (or) the making of the agreement, on the company's line of railway?

Answer: Yes.

(b) Are such rates applicable to traffic originating at points east of Fort William which were, at the date of the passing of the Act and (or) of the making of the agreement, on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company?

Answer: In order that the traffic provided for by clause (d) should fall under that clause it must originate at Fort William or some point east thereof which at the date of the agreement was "on the company's railway."

(c) Are the rates therein provided applicable to traffic destined to points west of Fort William which are now on the Canadian Pacific Railway Company's railway, or on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company?

Answer: In order that the rates prescribed in clause (d) should apply the destination of traffic otherwise within that clause must be a point which was,

at the date of the agreement, "on the company's main line or on (some) line of railway throughout Canada owned or leased by or operated on account of the company."

- (d) Are such rates confined to traffic destined to points west of Fort William which were, at the date of the passing of the Act or the making of the agreement, on the Canadian Pacific Railway Company's railway, or on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company?

Answer: Yes.

Question 3: Whether, as a matter of law, the Board is empowered, under the jurisdiction conferred upon it by the Railway Act, or otherwise, to authorize rates upon the Canadian Pacific Railway on grain and flour from all points on the main line, branches, or connections of the company west of Fort William, to Fort William and Port Arthur, and all points east, beyond the maximum rates specified in the Crowsnest Pass Act and Agreement, and referred to in chapter 41, Statutes of Canada (1922).

Answer to 3: No.

IN THE SUPREME COURT OF CANADA

February 26, 1925.

JUDGMENTS

1. *In re Crowsnest Pass Rates.*

As to Questions Nos. 1 and 3: Appeal allowed. The maximum rates provided by clauses (d) and (e) (s. 1, Crowsnest Pass Act, 60-61 V, c. 5) are declared binding on the Board of Railway Commissioners for Canada.

As to Question No. 2: Appeal dismissed. The application of the maximum rates provided in clauses (d) is declared to be restricted to westbound traffic in the commodities specified originating from Fort William or some point east thereof which was, on the 6th of September, 1897, on the company's railway and destined for some point west of Fort William which was, on the 6th of September, 1897, on the company's main line or on any line of railway throughout Canada owned or leased by or operated on account of the company.

Mr. Justice Idington dissents in regard to Question No. 2 for reasons stated by him in writing.

In view of the divided success, there will be no costs in the appeal.

2. *Mid-West Collieries Ltd v. McEwan.*

Appeal dismissed with costs.

3. *Scottish Union and National Insurance Co. v. Lord et al.*

Appeal dismissed with costs.

IN THE SUPREME COURT OF CANADA

IN APPEAL FROM THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA

In the Matter of various complaints against certain tariffs of the Canadian Pacific and the Canadian National Railway Companies arising out of the restoration of the Crowsnest Pass Rates, so-called; and in the matter of a General Order of the Board No. 408, made by the Board of Railway Commissioners for Canada, dated October 14, 1924,

Between the Governments of the Provinces of Alberta, Saskatchewan, and Manitoba (Appellants), and The Canadian Pacific Railway Company (Respondents).

REASONS FOR JUDGMENT

THE CHIEF JUSTICE:

By the contract for the construction of the Crowsnest Pass Railway, made in 1897, the Canadian Pacific Railway Company covenanted and agreed with Her Majesty, represented by the Minister of Railways and Canals, *inter alia*,

- (d) That a reduction shall be made in the general rates and tolls of the company as now charged, or as contained in its present freight tariff, whichever rates are the lowest, for carloads or otherwise, upon the classes of merchandise hereinafter mentioned, westbound, from and including Fort William and all points east of Fort William on the company's railway to all points west of Fort William on the company's main line, or on any line of railway throughout Canada owned or leased by or operated on account of the company, whether the shipment is by all rail line or by lake and rail, such reduction to be to the extent of the following percentages respectively, namely:

Upon all green and fresh fruits, 33½ per cent, coal oil, 20 per cent; cordage and binder twine, 10 per cent; agricultural implements of all kinds, set up or in parts, 10 per cent; iron, including bar, band, Canada plates, galvanized, sheet, pipe, pipe-fittings, nails, spikes, and horse-shoes, 10 per cent; all kinds of wire, 10 per cent; window glass, 10 per cent; paper for building and roofing purposes, 10 per cent; roofing felt, box and packing, 10 per cent; paints of all kinds and oils, 10 per cent; live stock, 10 per cent; wooden ware, 10 per cent; household furniture, 10 per cent;

And that no higher rates than such reduced rates or tolls shall be hereafter charged by the company upon any such merchandise carried by the company between the points aforesaid; such reduction to take effect on or before the first of January, one thousand eight hundred and ninety-eight;

- (e) That there shall be a reduction in the company's present rates and tolls on grain and flour from all points on its main line, branches, or connections, west of Fort William to Fort William and Port Arthur, and all points east, of three cents per one hundred pounds, to take effect in the following manner: One and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-eight, and an additional one and one-half cent per one hundred pounds on or before the first day of September, one thousand eight hundred and ninety-nine; and that no higher rates than such reduced rates or tolls shall be charged after the dates mentioned on such merchandise from the points aforesaid.

The execution of the agreement containing these and other essential provisions by the company in terms prescribed therein was by the statute 60 and 61 Victoria, chapter 5, made the condition of an undertaking to grant a subsidy; and by section 2 of the statute it was enacted:—

2. The company shall be bound to carry out in all respects the said agreement, and may do whatever is necessary for that purpose.

Tariffs in conformity with these rates were filed and maintained without serious complaint until 1917, when, owing to enormous increases in operating expenses occasioned by conditions arising out of the war, very substantial advances in railway freight rates were found to be inevitable. These were provided for chiefly by Orders in Council passed under the War Measures Act during 1917 and 1918, which disregarded all restrictions upon rates imposed by such special Acts and agreements as those with which we are now concerned. When the Railway Act was consolidated in 1919 these emergency Orders in Council were about to expire. Apparently it was felt that costs of operation were still too great to permit of a return to normal conditions. To provide for the interval until such a return might prove feasible, the following provision was then introduced into the Railway Act as subsection 5 of section 325:—

5. Notwithstanding the provisions of section three the powers given to the Board under this Act to fix, determine and enforce just and reasonable rates, and to change and alter rates as changing conditions or cost of transportation may from time to time require, shall not be limited or in any manner affected by the provisions of any Act of the Parliament of Canada, whether general in application or special and relating only to any specific railway or railways, and the Board shall not excuse any charge of unjust discrimination whether practised against shippers, consignees, or localities, or of undue or unreasonable preference, on the ground that such discrimination or preference is justified or required by any agreement made or entered into by the company: Provided that this subsection shall remain in force only during the period of three years from and after the date of the passing of this Act.

A further substantial increase in rates was made by the Board of Railway Commissioners in 1920 under the authority of this subsection; and a revision of rates in many important particulars was effected in 1922 after an exhaustive inquiry made by the Board with the purpose of acquiring the information necessary to enable it to fix fair and reasonable freight rates.

The temporary character of subsection 5 of section 325 is patent. When it was about to expire Parliament extended its operation by chapter 41 of the Statutes of 1922, which reads as follows:—

1. Subsection five of section three hundred and twenty-five of the Railway Act, 1919, shall, notwithstanding the proviso thereof, remain in effect until the sixth day of July, 1923, and may be continued in force for a further period of one year by order of the Governor in Council published in the *Canada Gazette*; Provided that notwithstanding anything herein or in said subsection five contained, rates on grain and flour shall, on and from the sixth day of July, 1922, be governed by the provisions of the agreement made pursuant to chapter 5 of the statutes of Canada, 1897.

Continuance for the further period of one year by Order in Council ensued. Further extension by legislation was sought, but ineffectually, and the operation of subsection 5 of section 325 came to an end on the 6th of July, 1924.

In anticipation of this occurrence, the railway companies, apparently under the conviction that the rates fixed by clauses (d) and (e) of the Crowsnest Pass Agreement would become again operative, had filed tariffs in conformity therewith effective on the 7th of July—the Canadian Pacific Railway presumably in fulfilment of its obligation, statutory or contractual, and the Canadian National Railway under the practical compulsion of meeting Canadian Pacific rates at competing points. The tariffs so filed by the Canadian Pacific Railway Company applied only to points which had been upon its system in 1897. Complaints of discrimination and unfair treatment from many points to which the system had been subsequently extended immediately began to pour into the Board's offices. The position taken by the complainants was that the Crowsnest rates should be extended to all points within the designated areas touched by the Canadian Pacific Railway system as it now exists either because the agreement of 1897 should itself be interpreted as so providing, or because the anti-discriminatory sections of the Railway Act require the Board so to apply them. Hearing of these complaints took place in September. The railway companies then took the stand that the Crowsnest rates were no longer binding upon the Board because so to regard them would be inconsistent with the scheme of rate control inaugurated by the Railway Act, 1903, and with the powers by that Act and the Railway Act, 1919, committed to the Board. For the Canadian National Railway it was further pointed out that the maintenance of the Crowsnest rates indirectly, but most effectively, subjected that railway, although it was not a party to the agreement and was not intended to be bound or affected by it, to unfair and unjustifiable rates since it must either accept the Canadian Pacific Railway's reduced rates to and from points where it competes with that railway or entirely forgo traffic of all classes to which they apply.

On the 14th of October a majority of the Board (McKeown, C.C., Nantel, D.C.C., Boyce, C., and Lawrence, C.), McLean, A.C.C., and Oliver, C., dissenting, held that the rates stipulated in the Crowsnest Pass Act and Agreement were not binding upon the Board. In their opinion the Crowsnest Pass Act was not a "Special Act" within subsection 2 (28 and 3 of the Railway Act, 1919; if it were such a "Special Act" it did not relate to the same subject-matter as the general Railway Act; its application was excluded because the sections in the Railway Act, 1919, respecting tolls (314 *et seq.*) have "other-

wise provided" within the meaning of section 3 of that statute; the Crowsnest rates should be regarded as fixed by agreement and not by statute; and that agreement does not bind the Board (Regina Rates Case, 45 Can. S.C.R. 321) and must not be allowed indirectly to control rates on competitive lines of a railway not a party to it. The order of the Board accordingly disallowed, and directed the withdrawal within fifteen days of the tariffs re-establishing Crowsnest Pass rates.

Holding these views the majority of the Board found it unnecessary to deal with the contention of the present appellants and other complainants that the operation of the Crowsnest Pass rates should be extended to all points now on the Canadian Pacific Railway Company's system and also to all points on the Canadian National Railway which might, under the clauses of the Railway Act which provided against discrimination between different localities, be deemed entitled to the benefit of them. Mr. Assistant Chief Commissioner McLean in his dissenting opinion also refrained from passing upon this contention of the appellants, contenting himself with expressing in clear and forceful terms his reasons for dissenting from the Board's decision upholding the contention of the railway companies. Mr. Commissioner Oliver, however, expressed with much vigour his views that:—

"(1) The Crowsnest Act applies to all lines and connections of the Canadian Pacific Railway in Canada, and, therefore, the rates as defined by that Act should be applied forthwith throughout the Canadian Pacific system.

"(2) In pursuance of the powers vested in this Board to prevent discrimination in railway rates and services, the rates defined by the Crowsnest Act should be applied to the Canadian National system and to all other railway lines in Canada."

Exercising the power conferred by subsection 3 of section 52 of the Railway Act, 1919, the Board of Railway Commissioners by order of the 10th of December, 1924, granted leave to the Governments of the Provinces of Alberta, Saskatchewan and Manitoba to appeal to this court from its order of the 14th of October. By Order in Council, dated the 25th of December, 1924 (P.C. No. 2220), the operation of the Board's order of the 14th of October was suspended until the decision of the appeal.

Section 52 (3) requires parties seeking leave to appeal to state the grounds on which it is proposed to appeal, and, as is customary, the Board in its order granting leave formulated the "questions of law and jurisdiction" to be presented for the consideration of the court. They are as follows:—

1. Whether, as a matter of law, the Board is empowered, under the jurisdiction conferred upon it by the Railway Act, or otherwise, to authorize railway rates upon the railway of the Canadian Pacific Railway Company in excess of the maximum rates referred to in the Crowsnest Pass Act, being chapter 5, 60-61 Victoria, Statutes of Canada, and in the agreement therein referred to, upon the commodities therein mentioned.

2. If the court shall be of the opinion that the Crowsnest Pass Act or Agreement is binding upon the Board of Railway Commissioners for Canada, then, according to the construction of the Crowsnest Pass Act, section 1, clause (d), and the agreement made thereunder,—

- (a) Are the rates therein provided applicable to traffic westbound from Fort William and from all points east of Fort William now on the Canadian Pacific Railway Company's railway; or, are such rates confined to westbound traffic originating at Fort William and at such points east of Fort William as were, at the date of the passing of the Act and (or) the making of the agreement, on the company's line of railway?

- (b) Are such rates applicable to traffic originating at points east of Fort William which were, at the date of the passing of the Act and (or) of the making of the agreement, on any line of railway owned or leased or operated on account of the Canadian Pacific Railway Company?
 - (c) Are the rates therein provided applicable to traffic destined to points west of Fort William which are now on the Canadian Pacific Company's railway, or on any line of railway owned or leased or operated on account of the Canadian Pacific Railway Company?
or
 - (d) Are such rates confined to traffic destined to points west of Fort William which were, at the date of the passing of the Act or the making of the agreement, on the Canadian Pacific Railway Company's railway, or on any line of railway owned or leased by or operated on account of the Canadian Pacific Railway Company?
3. Whether, as a matter of law, the Board is empowered, under the jurisdiction conferred upon it by the Railway Act, or otherwise, to authorize rates upon the Canadian Pacific Railway on grain and flour from all points on the main line, branches, or connections of the company west of Fort William, to Fort William and Port Arthur, and all points east, beyond the maximum rates specified in the Crowsnest Pass Act and Agreement, and referred to in chapter 41, Statutes of Canada (1922).

In substance two questions are submitted:—

1. Is the Board entitled to authorize rates upon the Canadian Pacific Railway Company in excess of those provided for in the Crowsnest Pass Subsidy Act and Agreement?
2. If not, is the application of the rates so provided for confined to traffic in the specified commodities between points on the Canadian Pacific Railway Company's lines as they existed at the date of the said Act and Agreement to the exclusion of traffic originating at or destined for points to which that company's lines have been subsequently extended?

When the Canadian Pacific Railway Company was incorporated and its charter granted in 1881, the Consolidated Railway Act, 1879 (c. 9), was in force. By that Act, subject to provisions against discrimination, the power to fix tolls was vested in the railway company or its directors (s. 17). While such tolls were subject to approval by the Governor in Council, Parliament was empowered to reduce them only with the consent of the company and subject to the restriction that when so reduced they should produce not less than 15 per cent per annum profit on the capital actually expended in the construction of the railway (s.s. 11). It would seem not unlikely that the exercise of the right of revision by the Governor in Council was by implication subject to a corresponding restriction. In so far as applicable and not inconsistent therewith the Consolidated Railway Act, 1879, was incorporated with the Canadian Pacific Railway Company's charter by the statute 44 Victoria, chapter 1. The stipulation in section 20 of that charter that the right of Parliament under the general Railway Act to reduce the company's tolls should be "extended" so that the profits of the company might be restricted to 10 per cent on the capital actually expended on the construction of the railway, with a corresponding limitation of the controlling power of the Governor in Council, was, perhaps, regarded as a concession in the public interest. But, however that may have been, the honour of the Parliament of Canada was thus pledged to non-interference with the tolls of the Canadian Pacific Railway Company so long as the net profit on capital actually expended by it for construction should not exceed 10 per cent.

When the Railway Act was revised in 1888 (c. 29), while subsection 11 of section 17 of the Railway Act, 1879, purporting to restrict the right of Parliament to reduce tolls disappeared, rights conferred by special Acts, such as that of the Canadian Pacific Railway in regard to freedom within specified limits from control of its tolls, were preserved (ss. 3-6).

This was the situation when the Crowsnest Pass Railway project came before Parliament in 1897 and it was asked to provide a subsidy for the construction of that railway by the Canadian Pacific Railway Company. Apparently the Government of the day thought the occasion opportune to secure, in the public interest, greater control over Canadian Pacific Railway tolls than Parliament had stipulated in 1881. It accordingly enacted the statute 60-61 Victoria, chapter 5, whereby it appropriated a subsidy for the construction of the projected railway, provided the Canadian Pacific Railway Company should enter into an agreement containing, *inter alia*, the covenants as to rates above quoted, around which the present controversy centres. The statute sets out *in extenso* nine undertakings ((a)—(i)) to be given by the company and they were embodied *verbatim* in the agreement executed between Her Majesty, represented by the Minister of Railways and Canals, and the Canadian Pacific Railway Company on the 6th of September, 1897.

Clauses (a) and (b) are covenants for the construction and operation of the Crowsnest Pass Railway.

By clause (c) all local tolls on the new railway itself and certain connecting lines and other lines in southern British Columbia and all tolls on traffic on the entire Canadian Pacific Railway system originating from or destined for any point on the new railway or on such connecting lines and lines in British Columbia were made subject to revision and control by the Governor in Council, or by a Railway Commission when established.

By clauses (d) and (e), above quoted, maximum rates for certain commodities moving in stated directions and between designated points were provided and it is covenanted that no higher rates shall be charged for such traffic after the dates specified. There is no reservation of any power of revision or control in regard to these maxima.

By clause (f) the granting of running powers is reserved to the Railway Committee of the Privy Council.

By clause (g) the new line and the specified connecting lines in British Columbia and the line between Dunmore and Lethbridge are made subject without restriction to the operation of the general Railway Act.

By clause (h) the disposition of any provincial land subsidy is made subject to regulation by the Governor in Council.

By clause (i) the company is required to surrender to the Dominion Government 50 per cent of any coal-bearing lands it may obtain from the Government of British Columbia to be dealt with on conditions to be prescribed by the Governor in Council.

It is noteworthy that in all these clauses, except (d) and (e), there is a reservation of control by the executive government of Canada or by a body nominated by Parliament to exercise it. The contrast between clause (c) and clauses (d) and (e) is most striking and significant. All three deal with traffic rates; in clause (c) complete control and power of revision is stipulated for; in (d) and (e) there is an absolute and final fixing of certain maximum rates. It should also be remembered that, as indicated in clause (c), Parliament had before it the probability of the establishment of a Railway Commission. Nevertheless—as we must assume deliberately—it abstained from reserving to that body, or to its then existing predecessor, any control over the maximum rates fixed by clauses (d) and (e). The main question now before us is whether Parliament by its subsequent general railway legislation, including the creation of the Board of Railway Commissioners and the vesting in it of very broad

powers of supervision and control over tolls and rates, as was undoubtedly competent to it—and to it alone—has relieved the Canadian Pacific Railway Company from the operation of clauses (d) and (e) of the Crownsnest Pass Agreement, abrogating the maxima they prescribed so far as required to give to its delegate, the Board, unrestricted control of rates in respect to the traffic covered by them.

On behalf of the respondent railway companies it was strongly urged at bar that the stipulations as to rates in clauses (d) and (e) are merely covenants in an agreement and, as such, not binding on the Board of Railway Commissioners. But the terms on which Parliament was prepared to grant the subsidy for the Crownsnest Pass Railway involved an interference with a privilege in regard to tolls conceded to the Canadian Pacific Railway Company in 1881, which, while not legally binding on Parliament, it no doubt deemed itself in honour obliged to respect. Hence, in all probability, the form adopted of offering the subsidy conditionally upon the railway company agreeing to a modification of that privilege—not, however, in terms to be agreed upon, but in definite and precise terms formulated by Parliament itself in the statute providing for the subsidy. Parliament in effect said: if you, the Canadian Pacific Railway Company, will assent to the proposed modification of a provision of your statutory contract of 1881 and will forgo *pro tanto* the control of rates which it gives you, we will grant you a subsidy on accepting which you will become bound to carry out the terms on which it is granted. That was, in substance and effect, granting a subsidy and imposing by statute the terms on which it was granted. In so far as the arrangement was contractual, while the contract is formally made with Her Majesty in Her Executive capacity, it was in reality made with Parliament itself. It alone could grant the subsidy. It represented the people of Canada. Parliament speaks by statute. By statute it authorized the contract. It cannot make the slightest difference whether the statute, passed before the contract was in fact executed, authorized it, prescribed its very terms and declared that when made it should be binding; or, the contract having been already formally executed, the statute ratified and confirmed it and declared its terms binding as if enacted as part of the statute itself. A refinement which, while admitting that the terms would in the latter case be of statutory obligation, would treat them in the former as merely contractual in their nature and effect, does not commend itself either as sound in law or as consistent with common sense.

But, it is said, although the Crownsnest Pass rates should be regarded as imposed by statute, and as such binding in 1897, and subject to be interfered with only by Parliament, they lost that status under the Railway Act, 1903, and then became subject to the control of the Board of Railway Commissioners by that Act created. That, it is argued, was the effect of the scheme of rate control there adopted and of the wide powers for carrying it out conferred on the new Board.

On the other hand, it is asserted for the appellants that, as provisions of a special Act relating to the subject-matter of tolls, the stipulations in question came within subsections 3 and 5 of the Railway Act, 1903, and accordingly overrode its provisions so far as was necessary to give effect to them. Clause (w) of section 2, section 3 and the concluding clause of section 5 of the Railway Act, 1903, are as follows:—

2. (w) The expression "Special Act" means any Act under which the company has authority to construct or operate a railway, or which is enacted with special reference to such railway, and includes all such Acts; and where such authority is derived from letters patent granted under any Act, such letters patent shall be deemed to form part of such Act.

3. This Act shall apply to all persons, companies and railways (other than Government railways) within the legislative authority of the Parliament of Canada, and shall be incorporated and construed, as one Act, with the Special Act, subject as herein provided.
5. . . . , unless otherwise expressly provided in this Act, where the provisions of this Act and of any Special Act passed by the Parliament of Canada relate to the same subject-matter, the provisions of the Special Act shall be taken to override the provisions of this Act in so far as is necessary to give effect to such Special Act.

Almost every word of these several provisions was the subject of exhaustive argument and criticism before us, which it is quite impossible to review without writing at inordinate length.

The Crowsnest Pass Act is unquestionably "enacted with special reference to the Canadian Pacific Railway" and, therefore, comes within clause (w) of section 2 and is a "Special Act" within the meaning of that term as used in subsections 3 and 5. The suggestion that to bring it within the definition it must also be an Act conferring "authority to construct or operate a railway" involves an unjustifiable substitution of "and" for "or." That the conclusion of the majority of the Board that the Crowsnest Pass rates were not imposed by a "Special Act" rests largely upon such a change in the text being made is apparent from the treatment accorded the corresponding section of the Railway Act, 1888, section 2 (t) by the learned Commissioner who wrote the principal judgment delivered by the Board (Judgments, etc., Board of Railway Commissioners for Canada, Vol. XIV, at p. 164) and whose conclusions as to the legal aspect of the case the learned Chief Commissioner unreservedly adopts, with the concurrence of Messrs. Commissioners Nantel and Lawrence.

Apart entirely from the ordinary rule of construction "*generalia specialibus non derogant*" and the provisions of section 3, in the application of which that principle must govern, we have the explicit saving language of section 5: "unless otherwise expressly provided in this Act, etc."

We regard it as incontrovertible that the subject-matter of clauses (d) and (e) of section 1 of the Crowsnest Pass Act and the subject-matter of the sections of the Railway Act, 1903, which confer jurisdiction on the Board in regard to tolls, are the same in the sense required by section 5. The former deals with tolls on the Canadian Pacific Railway alone, as is to be expected in a Special Act; the latter with tolls on Dominion railways generally, which, of course, include the Canadian Pacific Railway.

Counsel for the railway companies pressed the contention that the provisions of subsection 4 of section 251 of the Railway Act, 1903, forbidding the taking of tolls by any railway company "except under the provisions of *this Act*" and other similar provisions—especially when contrasted with other sections in which we find such language as "subject to the provisions in this and the Special Act contained" (section 111)—clearly evince an intention to exclude the application of any provision of any special Act inconsistent with giving to them the widest and most comprehensive operation and effect. But, at the most, they amount to a "providing otherwise" by implication, whereas section 5 declares that the provisions of the special Act must prevail "unless otherwise *expressly* provided in this Act." When Parliament intended to exclude the application of the Special Act in favour of the general Act of 1903, it said so in unmistakable terms, as, for instance, in section 52 and in subsection 8 of section 175. There is certainly nothing in the Railway Act, 1903, which *expressly* provides that the rate stipulations of the Crowsnest Pass Act shall not override, but, on the contrary, shall be subject to the several provisions conferring control of rates on the Board of Railway Commissioners. The same observations apply to arguments founded on the inconsistency of the Crowsnest Pass rate pro-

visions with the scheme of the Railway Act, 1903, to prevent inequalities and discrimination, and on the fact that to maintain those rates involves subjecting other railway companies not parties to the Crowsnest Pass Agreement to corresponding rate restrictions at competitive points. Nothing short of an express provision abrogating or overriding clauses (d) and (e) of section 1 of the Crowsnest Pass Act would justify subordinating them to any general provisions of the Railway Act, 1903. Parliament has explicitly so enacted.

Since, then, we have in the Crowsnest Pass Railway Act of 1897 a statute which was enacted with special reference to the Canadian Pacific Railway and which relates to the same subject-matter as the toll sections of the Railway Act, 1903, and the latter Act does not expressly otherwise provide, it follows that anything in the provisions of the Railway Act, 1903, which is inconsistent with those of such Special Act is thereby over-ridden so far as may be necessary to give effect to the Special Act.

That this is not merely the intention expressed in subsection 3 and 5 of the Railway Act, 1903, but that it was the actual purpose of Parliament becomes practically certain when we take into consideration two pieces of legislation in *pari materia* referred to by counsel for the appellants and the subsequent legislation of 1919 and 1922 temporarily suspending all statutory restrictions on the rate controlling powers of the Board.

In 1903, the very year in which it constituted the Railway Board and passed the general Railway Act defining its powers, Parliament enacted another railway subsidy Act (c. 7) which contains this provision:—

6. The rates and tolls to be charged for the transfer and carriage of freight and passengers upon the lines of railway so aided and upon all lines owned by the Canadian Northern Railway Company shall be under the control of the Governor in Council, or of such authority, commission or tribunal as is designated or constituted under any Act of the Parliament of Canada for the regulation or control of the business of railways; provided that the rates or tolls to be charged shall not in any case be higher than the rates or tolls which may be fixed in the contract to be made between the Government of Canada and the Canadian Northern Railway Company under this Act.

Yet we are asked to hold that at the same session the proviso to this section so obviously designed to prevent the Board, then about to be born, authorizing rates in excess of maxima to be fixed by contract between the Government and the Railway Company was rendered nugatory by the very generality of the control over rates vested in the new Board by the Railway Act, 1903.

Again in 1908, by section 6 of chapter 11—another railway subsidy Act—passed five years after the Railway Act, 1903, had come into force, Parliament enacted that:—

The rates and tolls charged by the company upon any of its lines shall not in any case be higher than the rates or tolls fixed in the contract to be made between the Government of Canada and the Railway Company under this Act—

another piece of inconsistent legislation if it was meant that the Board should possess the over-riding powers for which the respondents now contend.

Could more convincing evidence be found that, notwithstanding the wide character of the control over rates vested in the Board of Railway Commissioners, its powers were not meant to extend to the authorization of tolls in excess of maxima which Parliament had seen, or should see, fit to fix by Special Acts—that, as stated in section 5 of the Railway Act, 1903, such provisions of Special Acts were meant to over-ride the general provisions of the Railway Act, unless otherwise *expressly* provided?

A series of opinions expressed by successive chairmen of the Board—Hon. A. C. Killam, Sir Henry Drayton and Hon. F. B. Carvell—recognizing the Crowsnest Pass rates as binding, followed by action based thereon, is likewise not devoid of weight and significance. The legislation of 1919 (chapter 68, section 325 (5)) and that of 1922 (chapter 41) form important incidents in the history of railway rate legislation in Canada. These enactments seem to indicate with very great probability that in the view of Parliament the provisions of Special Acts fixing maximum rates had not been superseded by the rate control powers conferred on the Board of Railway Commissioners—a circumstance which, notwithstanding the tenor of section 21 of the Interpretation Act, may not be wholly disregarded. When all the circumstances are taken into account the case in favour of the appellants' contention that, upon the suspension effected by subsection 5 of section 325 of the Railway Act, 1919, expiring in July, 1924, the rates clauses of the Crowsnest Pass Special Act immediately revived and were in their pristine force and vigour binding on the Board of Railway Commissioners, with the result that it was without jurisdiction to pronounce its order of the 14th of October, seems to us to be incontrovertibly established.

Before leaving this branch of the case, lest it be thought it had been overlooked, section 3 of the Railway Act, 1919, should be noticed. In the revision of 1906 subsection 3 and 5 of the Railway Act, 1903, were recast and combined. In their new form they became section 3 of the Railway Act (c. 37, R.S.C. 1906). The phrase "unless otherwise expressly provided" was retained intact and applied only to the provision of section 5 of the Act of 1903 carried into section 3 of the Revised Statute. In 1919 the word "expressly" is dropped and the phrase "except as in this Act otherwise provided," with which it opens, is made applicable to the entire section, including the clause (a) taken from section 3 of the Act of 1903, replacing as to it the words "subject as herein provided" found in the Act of 1903 and the words "subject to the provisions thereof" (*i.e.* of this Act) found in section 3 of chapter 37 of the Revised Statutes, 1906. While it may be that in the change made in 1919 clarity and certainty are to some extent sacrificed to a desire for brevity, it would, we think, be extravagant to attribute to Parliament, merely because of the omission under such circumstances of the word "expressly," the intention of thereby effectuating such an important and far reaching change in its legislative policy as would be involved in clothing the Board of Railway Commissioners with jurisdiction to disregard and over-ride maximum rates prescribed by Special Acts such as those of 1897, 1903, and 1908, to which attention has been drawn.

In holding the statutory maximum rates fixed by clauses (d) and (e) of the Crowsnest Pass Agreement to be binding on the Board of Railway Commissioners we do not, as the learned Chief Commissioner apprehended (Case p. 45), view that agreement as "forever disabling the parties thereto from reconsidering their situation . . . or readjusting their relations". On the contrary, Parliament, which was in reality one of the contracting parties, stipulating the terms on which it would grant the subsidy may to-morrow reconsider and readjust those terms and relieve the other contracting party from the obligations it incurred; and it is not to be supposed that Parliament would hesitate to exercise its powers for the correction or amendment of legislation which is found to operate prejudicially to the public interest. But Parliament alone can do this. Having made the obligations statutory, it must change or amend them by statute.

We now pass to the consideration of the second question—Do the Crowsnest Pass rates apply exclusively to the designated traffic between points which were on the Canadian Pacific Railway Company's lines in 1897? The terms in which the rate reduction clauses (d) and (e) were couched seem to afford

a conclusive answer in the affirmative. Both clauses provide for a reduction in then existing rates and tolls—clause (d) by deducting certain specified percentages from rates and tolls in respect to the carriage of certain commodities as now charged or as contained in the present freight tariff of the company, whichever rates are the lowest; clause (e) by deducting from the present rates on eastbound grain and flour 3 cents per one hundred pounds. It is obvious that the rates and tolls to be reduced whether those actually charged, or those contained in the freight tariff, were rates and tolls between points actually on the Canadian Pacific Railway as then existing. There were—there could be—no rates or tolls in existence to or from points not then on the system; and there could be no reductions in non-existing rates and tolls. Counsel for the appellants, therefore, very properly conceded that if question 2 were confined strictly to a construction of the Crownsnest Pass Act and Agreement he could not hope to succeed on this branch of the case. He asked, however, to be allowed to treat the question as if the Board had also asked the court to answer its several sub-interrogatories (a), (b), (c) and (d) having regard to the anti-discrimination sections of the Railway Act. Counsel for the railway companies acquiescing, the court acceded to this suggestion believing it to be in the public interest that the whole question as intended to be submitted and discussed should be dealt with.

It should also, perhaps, be observed that no disposition of this question having been made by the order appealed from, it may be doubtful whether it is strictly a proper subject-matter of appeal under section 52 (3). But it was before the Board on the applications of the appellants; it must necessarily be dealt with in view of the conclusion at which we have arrived as to question No. 1; and, if not properly submitted as a subject of appeal under section 52 (3), it was quite open to the Board to submit it in the form of a stated case under section 43. We, therefore, think it should be answered regardless of the form in which it has been presented to us.

For the reasons fully stated in disposing of the first question we are of the opinion, after giving full consideration to the anti-discrimination sections of the Railway Act, that the provisions of the Special Act and Agreement must prevail and that effect must be given to the plain and unmistakable terms in which clauses (d) and (e) are couched notwithstanding any discrimination, inequality or unfairness that may ensue. It is quite within the power of Parliament to provide that on certain lines of railway rates and charges in respect of certain traffic shall not exceed stated amounts regardless of any discriminatory effect which the making of such rates and charges may produce. Such provisions are made in the Crownsnest Pass Act of 1897 and in the two Acts of 1903 and 1908 above quoted. When such maxima are fixed by Special Acts they must be regarded as exceptions intentionally made by Parliament from the application of its general policy against discrimination. Section 5 of the Railway Act, 1903, and section 3 of the Railway Act, 1919, apply quite as fully and quite as effectively to the anti-discrimination sections of those respective statutes as they do to the equally general provisions ordaining the control and supervision of tariffs by the Board of Railway Commissioners.

The alleged fact that, if applied to the limited extent for which clauses (d) and (e) distinctly provide, the maintenance of the Crownsnest Pass rates will produce discrimination and inequality which would ordinarily be in clear violation of the anti-discrimination sections of the Railway Act would not justify an exclusion of their application such as the appellants press for. Discriminations so authorized by Parliament itself cannot be regarded as unjust or prohibited.

We, therefore, think it clear that the application of the Crownsnest Pass rates is confined to traffic between points which were on the Canadian Pacific Railway in 1897.

We answer the series of questions submitted as follows:—

Question No. 1: No.

Question No. 2:

(a): Part one: No.

Part two: Yes.

(b) In order that the traffic provided for by clause (d) should fall under that clause it must originate at Fort William or some point east thereof which at the date of the agreement was "on the company's railway";

(c) In order that the rates prescribed in clause (d) should apply the destination of traffic otherwise within that clause must be a point which was, at the date of the agreement, "on the company's main line or on (some) line of railway throughout Canada owned or leased by or operated on account of the company";

(d) Yes.

Question No. 3: No.

There remains to be noted a point raised by counsel for the provinces of Nova Scotia and New Brunswick, namely, that the Canadian Pacific Railway Company had in the tariffs disallowed by the order of the 14th of October fixed Megantic, in the province of Quebec, as the most easterly point to which it applied the Crowsnest rates, whereas, it is contended, those rates should be extended to the port of St. John, in the province of New Brunswick, the easternmost point on the Canadian Pacific Railway as it existed in 1897. Of this matter it need only be said that it does not fall within the scope of the questions of law and jurisdiction submitted, and, as indicated in the opinion of the learned Chief Commissioner, it would appear to be one of "the other and manifold subjects remaining for consideration after the settlement of the main question" and "undetermined by the present decision of the Board" (Case p. 43). It is not before the court on the present appeal.

In appeals from the Board of Railway Commissioners the functions of the Supreme Court are very circumscribed. When it has declared and certified the law as it finds it and has accordingly allowed or disallowed the appeal for which leave is given (*Can. Pac. Ry. Co. v. Toronto et al*, 1911, A.C. 461, 471-2), those functions are exhausted. However grave, however disastrous the consequences, the court is powerless to afford a remedy. The Board of Railway Commissioners in its turn can only apply and administer the law as it exists. If, under the existing law, unreasonable rates must be imposed or unfair discrimination sanctioned, with the resulting chaos and other ill effects so graphically portrayed in the opinion of Mr. Commissioner Boyce, the remedy lies with the High Court of Parliament. By amending the existing law, it may either itself do, or may empower and require its delegate, the Board, to do as full and complete justice as circumstances admit. Fortunately Parliament is presently in session. Whatever remedy, if any, it may in its discretion consider necessary or desirable can be speedily afforded.

The appeal will be allowed to the extent indicated, but in view of the divided success, without costs.

